

AMERICAN MERCHANT MARINE VETERANS

# AMMV NEWS

## MAGAZINE



IN PEACE AND WAR



1775

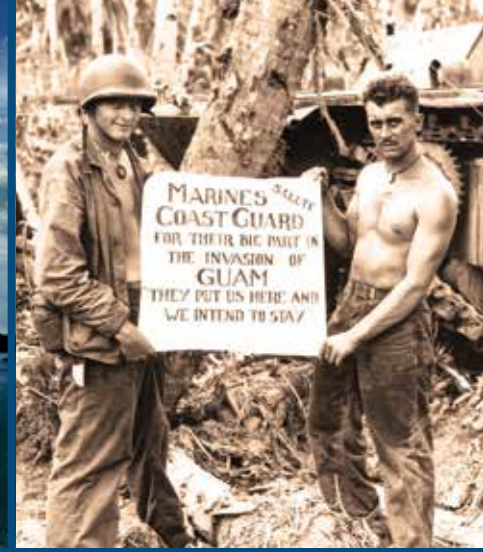
### SUMMER 2015

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\$4.00





# *Japan Formally Surrenders September 2, 1945 USS Missouri*







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NEWS MAGAZINE

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## AMERICAN MERCHANT MARINE VETERANS

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**Veteran's Task Force: .....** **vacant**

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# National President Capt. Chris Edyvean



I would sincerely like to thank the AMMV membership for electing me and entrusting me to perform the duties of National President. As my first order of business, I would like to congratulate Morris Harvey on four successful years of outstanding leadership of the AMMV organization. It is clear that I have big shoes to

fill! For any members who may feel uneasy with a younger President stepping into the executive role, let me assure you that Morris - from the position of Vice President - will still be deeply involved with all leadership activities within the organization and will be continuing with his previous projects and efforts. Essentially, Morris will be "piloting" the AMMV ship until I am steady on my sea legs.

## ***New membership needed***

In the previous issue of this NEWS magazine, Carole Gutierrez discussed the need for a younger base of membership and pointed out that potential new members need a reason to affiliate with AMMV. I could not have written a better statement in these regards.

So...What will attract younger members and what can they relate to? For starters, consider the proposals for support listed in the News magazine, which were approved at the National Convention in May. These include support for the Jones Act, the Ready Reserve Fleet, the Maritime Security Program (MSP), the government's strategic Sealift program, and cargo preference laws. All of these are issues that affect the modern mariner. Another thing that may attract new members is a higher level of recognition from within our own organization for those mariners who served in support of not only the Korean and Vietnam Wars, but also the Gulf War and subsequent Middle Eastern conflicts, including the on-going war on terror. Stories and pictures of these efforts will be included in future issues of this magazine and highlighted in AMMV social media platforms.

There is another very important reason to bring in younger members, and this directly benefits our WWII member base. I firmly believe that it is the mariners of today who will most support WWII mariners. American seafarers of all ages are proud of their heritage, and there has been no greater generation of mariners than those

of the WWII era. My message to our WWII mariners is simple: Today's mariners will fight for your recognition and ensure that your sacrifices are never forgotten.

## ***Legislative efforts***

***(H.R. 1288, H.R. 2992, & H.R. 563)***

Allow me to first discuss H.R. 1288, the WWII Merchant Mariner Service Act. This bill was reintroduced on March 4<sup>th</sup> and has 59 co-sponsors at the time of this writing. H.R. 1288 is designed to allow for the use of alternative methods in providing evidence of service for WWII mariners who worked on coastwise tugs and barges. These mariners were subject to the same risks and dangers as those engaged in ocean service. AMMV member Don Horton has been instrumental in promoting this bill; we ask that all members consider taking action to provide further support. Additional information can be obtained online at: <http://usmmv.blogspot.com>

Next, some big news: Congresswoman Susan W. Brooks of Indiana has introduced H.R. 2992, the Merchant Marine of World War II Congressional Gold Medal Act. If enacted, this would collectively recognize the service of the WWII Merchant Marine. This news came at the very last moment prior to our publication deadline; more information will be available in the next issue.

Finally, on to the headlining topic of **H.R. 563**, the Honoring our WWII Merchant Mariners Act of 2015. As you undoubtedly know at this point, this bill is designed to provide a one-time lump sum of \$25,000 to eligible WWII mariner veterans. Many of us realize that political support has diminished with each version of legislation written to provide monetary benefits to eligible WWII mariners. The falling number of WWII vets coupled with declining health issues of those remaining is one big factor. Our WWII vets are running low on steam; this is why family members, friends, and younger generations of mariners must step up on behalf of this group and join the fight to secure the benefits outlined in H.R. 563.

Another factor in lack of support is a major change in the membership of the House of Representatives in the last couple of Congressional sessions. Some newer members of Congress are not properly educated of the important role played by the WWII Merchant Marine. In mid-June, Morris Harvey and four other WWII members "Stormed the Hill" in a week-long campaign of meeting with and educating representatives of Congress. We believe that this

*(continued on next page)*

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notable effort, which was accompanied by media and social media coverage, has helped raise awareness of this cause. At the time of this writing, H.R. 563 is up to 30 co-sponsors.

Please keep in mind that AMMV as a non-profit organization cannot contribute directly to political parties to further our goals. Success with H.R. 563 will only be achieved through the efforts of hundreds of individual voices whose collective shout will be loud enough to be heard. So, please contact your Congressperson today and urge their support of H.R. 563. If you find it necessary, contact AMMV Headquarters for educational material to supplement your pleas for support.

### ***The Future of AMMV***

Speaking of success, I truly believe that success begins at the Chapter level. Individual members and Chapters cannot look to a handful of organization leaders to perform miracles. (From what I have learned about AMMV, most of our elected officers already work tirelessly to support our causes.) Instead, Chapters and individual Members-at-Large must each do their part to promote AMMV. Whether this entails writing letters to your representatives, signing petitions, recruiting new members, representing AMMV at memorial events, or engaging in social media to support AMMV, we should all remain aware of our responsibility to this organization.

### ***Social Media Presence***

We must expand our membership base and increase the visibility of AMMV and our causes if we are to be successful with "Project/Operation Survival" and keeping AMMV afloat. To facilitate this, AMMV must maintain an active social media presence. The methods in which people communicate in today's world are much different than in years past. While phone calls, letters, and social clubs are still very important, we can no longer deny the power and influence of the internet. The U.S. Merchant Marine has a strong support base within social media circles, and AMMV has yet to fully harness this energy to assist with

American Merchant Marine Veterans  
The Voice of the American Merchant Marine Veteran

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Morris Harvey (Left-AMMV President) participated in a national Sail-in project.  
This pic was with Congresswoman Tammy Duckworth (a wounded vet - IL).  
Read more...

**American Merchant Marine Veterans**

**YOU BET I'M GOING BACK TO SEA!**  
Register at your nearest U.S. Employment Service Office  
**U.S. MERCHANT MARINE**  
For Shipping Administration  
**MAN THE VICTORY FLEET**

The American Merchant Marine Veterans (AMMV) is an organization that promotes, educates, preserves, and seeks recognition for the sacrifices and contributions made by the men and women that served and continue to serve in times of both peace and war.

Over the last three centuries, members of the American Merchant Marine have fought

**Become an Advocate!**

**United States Merchant Marine**

**UNITED STATES MERCHANT MARINE**

"The U.S. Federal Court case gave WWII Merchant Mariner veterans full status (in 1988) but we are still..."

long and hard in defense of the rights and freedoms of the

The AMMV website: <http://ammv.us/>

our purposes.

It is understood that internet/social media use is not something that many of our members will ever embrace. On the other hand, what is important is that many family members and friends of AMMV are successfully using social media to gain support for our organization and H.R. 563. In fact, this concept is so critical to AMMV that you may have noticed on page 4 that we now have an "Internet/Social Media" Committee.

What follows is a brief introduction for those members unfamiliar with social media or unaware of our official sites:

Website: A new AMMV website was launched earlier this year at <http://ammv.us/>. I believe most will find this site, which serves as our primary social media center, to be inviting and easy to navigate. Once it is up to full steam, people will be able to join or renew completely on-line. Blogs, newsletters, and other features will round out this





The AMMV Facebook page: [www.facebook.com/AMMV1775](http://www.facebook.com/AMMV1775)

website.

**Facebook:** This is the most casual and popular social media site, allowing individuals to interact through personal pages, private messages, or via groups with similar purposes or ideals. Facebook has the capability for multiple layers of privacy settings, allowing users greater flexibility and comfort in social interaction. Patti Scafidi, wife of maritime artist Don Scafidi, is monitoring the AMMV Facebook page. Also assisting is Richard "Ben" Benjamin, who initially created the page.

**Twitter:** This site is known for short and frequent posts. It tends to be a more public and political platform than other types social media. In many ways similar to Facebook, links to articles and videos may be posted and circulated. Sheila Sova, daughter of S.S. Samuel Parker Chapter member Orville Sova, is heading the AMMV Twitter page.

**LinkedIn:** "Linked In" is a professional social media site designed to provide opportunities for employers/em-

ployees and to promote camaraderie among like businesspersons. LinkedIn should be utilized by AMMV National, Regional, and Chapter Officers to connect with leaders and influencers in the maritime industry. I have created and will personally handle our AMMV LinkedIn group.

### *Getting family & friends involved*

In the previous paragraphs, I have mentioned the work of Patti Scafidi and Sheila Sova. These two, along with Deborah Rogow (daughter of AMMV member Melvin Rogow), have met via the internet/social media and have essentially joined forces in working towards not only boosting public awareness of H.R. 563, but also in promoting AMMV and the U.S. Merchant Marine in general. These three have certainly created "waves" and deserve special mention. Here's one small example: Recently the MLB team Washington Nationals honored all branches of the military at a game, except for the Merchant Marine. This "error" was detected by Sova. The result: A representative of the Marine Engineers' Beneficial Union (MEBA) was asked to throw out the first pitch in a later game to recognize the U.S. Merchant Marine. Now, if only there was one family member or friend of each of us who could jump in and contribute

at this level? Think of the possibilities...

### *Closing remarks*

One last thing: Communications. Morris preached the importance of communication and I will continue to do the same. Communications are relevant on all levels, between individuals and Chapter representatives, between Chapters and Regional VP's, and right up to our National Officers and Board of Directors. If your Chapter is fortunate enough to produce a newsletter, please add me to your mailing list if you haven't already done so: [cjedyvean@hotmail.com](mailto:cjedyvean@hotmail.com) for email newsletters, or P.O. Box 41, Hurley, WI 54534 for snail mail.

Thank you again; I look forward to serving you.

*Christopher J. Edyvean*

Captain Chris Edyvean



# National Vice President Morris Harvey



## Quarterly Report – July 2015

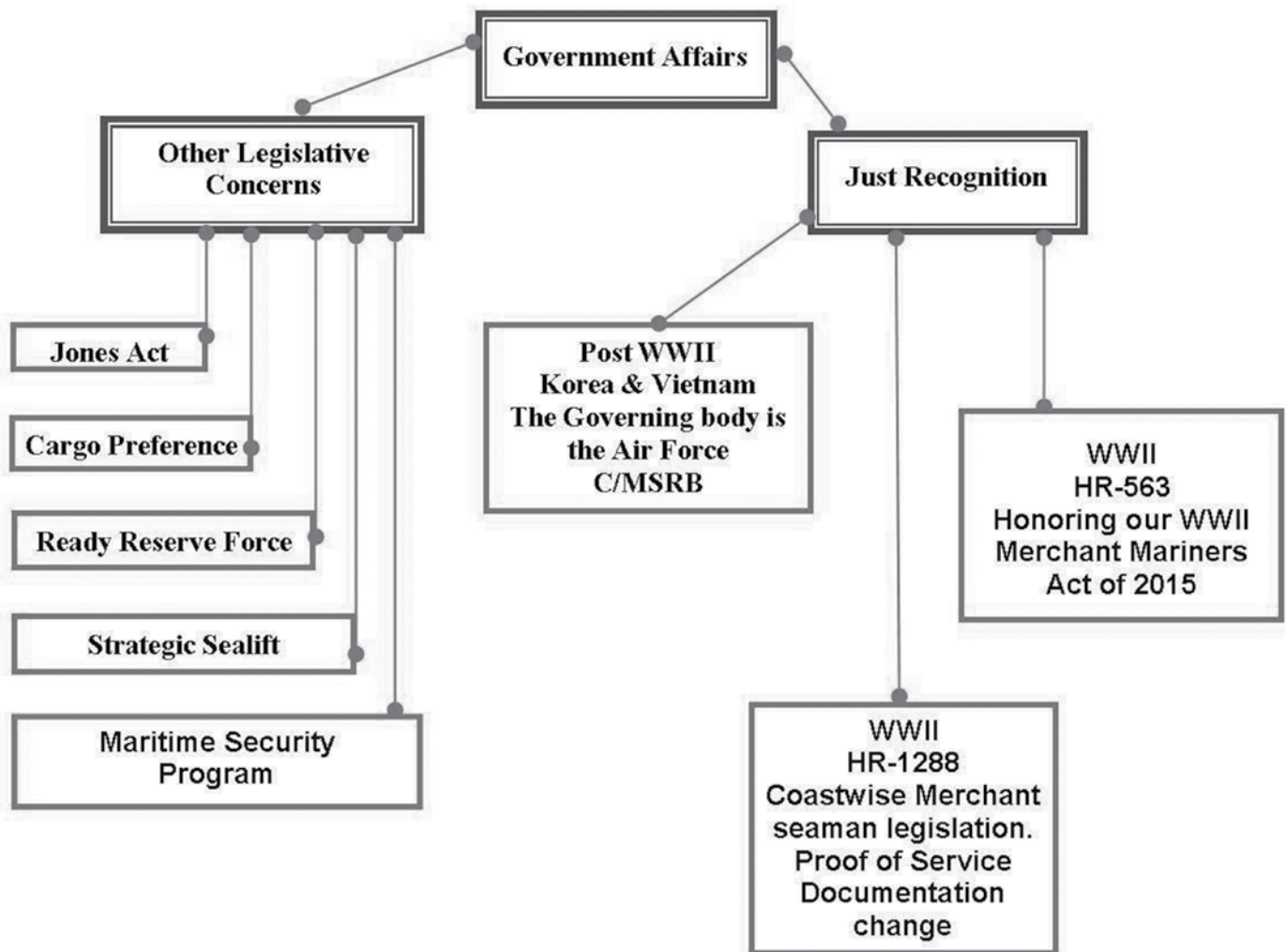
Ladies and Gentleman:

Being your president has been a consuming as well as a great experience in my life, as my wife Irene can attest because she has been supportive in every way. I now look forward to being your National Vice President, which I am sure will be equally exciting. Thank

you all for the support that you have given me over the past four years.

## GOVERNMENT AFFAIRS COMMITTEE

In tandem with my VP duties, I have also volunteered to be chairman of the Government Affairs Committee – actually it will just be business as usual, since over the past two years, I have become fully involved in this as a major part of the AMMV experience. I have included below a flow chart showing the issues now on the table under Government Affairs Committee. Membership and Government Affairs are the primary concerns and leading us forward. Our new President, as a younger and still active mariner, will be our hope for attacking the membership concerns and to lead us into a new Not-for-Profit 501c3 organization, while maintaining the veteran's status as long as the IRS will permit. With your continued support, I will continue to fight the battle for Just Recognition for all mariners.







*Storm The Hill group with Congresswoman Susan Brooks of Indiana*

## WEBSITE

Our new website ([www.ammv.us](http://www.ammv.us)) and expanded social media efforts will also aid these efforts. By the time you read this, the first phase of our new AMMV website ([www.ammv.us](http://www.ammv.us)) will be on-line and public. Membership with the capability of joining on-line - pay by Credit Card using PayPal and Government Affairs (Just Recognition supporting petitions, and sending letters) are the upfront topics of the first phase. Other menu items, such as, News Letter, Events, Presidents Page, History, and Gallery will be added in later phases.

The AMMV has also taken to the social and prime media with outstanding work by Sheila Sova; Patti Scafidi; Deborah Rogow, and Ben Benjamin working with the guidance of our new President.

## CONGRESSIONAL MEDAL OF HONOR ACT

Just Recognition action to report; Another development right off the fire (as we go to press) is the new bill HR-2992, Merchant Mariners of World War II Congressional Medal of Honor Act. Sponsored by Congresswoman Susan Brooks (IN-05) – she told us about hearing from the AMMV Central Indiana Chapter members who impressed her with stories of their service. This act would issue the medal to the WWII Merchant Marine as a unit. Individual copies would be made available but the main gold cast would be at the Smithsonian Institution on display, with additional copies made available for display at appropriate Merchant Marine locations. Copies, in bronze, will also be made available for purchase by individuals.

*Morris Harvey*

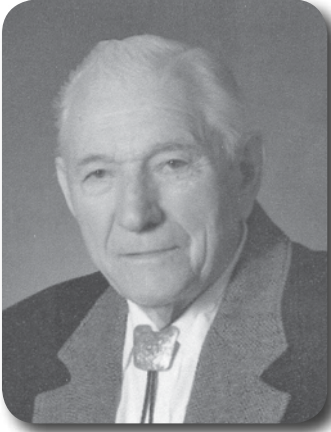
Morris Harvey, National VP  
Government Affairs Committee Chairman

# Welcome Aboard to these New Members of the AMMV

PHILIP CHARVET	LONG BEACH	CA
JOSEPH CHMIEL	TUCSON	AZ
JOSEPH P. CROOKS	MILWAUKIE	OR
MARVIN G. DUMDEI	WASECA	MN
BERT ENESTVEDT	SACRED HEART	MN
KOTARO FUKASAWA	LONG BEACH	CA
JOHN A. HOLLY	BREMERTON	WA
ARDELLE HOLMQUIST	SPOKANE VALLEY	WA
BOLESŁAW F. JAWORSKI	VENICE	FL
BROWNE B. JONES	SAN BERNARDINO	CA
MARY JANE JONES	SAN BERNARDINO	CA
JOHN R. KIBBE	YORKTOWN	NY
HARRY S. KUZYK	BETHEL	ME
DANIEL A. LAKEMAN	SHERIDAN	WY
JAMES T. LINDSEY	LONGVIEW	TX
J. ROBERT LUNNEY	BRONXVILLE	NY
DONALD MACLAREN	EAST GRAND RAPIDS	MI
DONALD L. MATTHIES	ROSEBURG	WA
EDWARD C. MAULDIN	DALLAS	TX
MILDRED MC FELEA	LAGUNA WOODS	CA
CAROL ANN MENDEZ	CONCORD	CA
ROBERT W. ORTON	BOYNTON BEACH	FL
FERNANDO PACHAS	SAN DIEGO	CA
JILL PASCOE	BOCA RATON	FL
CAPT. WILLARD A. REDDEL	PUNTA GORDA	FL
DONALD C. SCAFIDI	DIAMONDHEAD	MS
PATRICIA M. SCAFIDI	DIAMONDHEAD	MS
CAPT. MICHAEL J. SCHNEIDER	ANNAPOLIS	MD
THOMAS A. SEARS	ROME	NY
SHEILA M. SOVA	GLEN CARBON	IL
HENRY J. SYLVESTRI	LATHAM	NY
LINDA L. TOWNSEND	STOUGHTON	WI
MARY UHRIG	SMITHTOWN	NY
HENRY VAN GEMERT III	LARGO	FL
WILLIAM WEBB	BRADENTON	FL
PAULA WINTZ	KENNEWICK	WA
ALICIA M. M. ZIPP	DORCHESTER	MA



# National Secretary Nelson Cauble



Greetings to you all! Yes, it's me again! Happy and proud to have the chance to move back into my old office and get busy. You know, retirement isn't always what it's cracked up to be, and I'm happy to be back as your Secretary. My thanks to all who voted for me.

Congratulations to our new President, Chris! I look forward to the time when we hopefully will meet. My promise to you is the same promise I made to those that I have served as Secretary and then as Vice President. My promise is that you'll have my very best, and I am here to work hard for our AMMV. I'm so proud to also work beside VP Morris Harvey with our AJ at our side. They have given our AMMV the absolute most that is possible to give and we are grateful to them.

I have been busy here on the West Coast, for several months now, with the brand new Veterans museum in our coastal town of Florence, Oregon. We are proud to have been included from the beginning, and July 4th was the Grand Opening. We have contributed many items to them including the flag for outside. I know that Oregon Chapter is gathering items for display as well. I guarantee that the Merchant Marines will have a great display and recognition. Much more will be in our next magazine, I'm sure.

On Memorial Day, I was invited to be one of the speakers at the ceremony in Florence, Oregon. It is always a very impressive ceremony with the Coast Guard boat laying the wreaths as we watched from shore. A little girl, of probably 7 or 8 years old, sang the National Anthem and God Bless America as correctly and beautifully as any adult I have ever heard! Good speakers, and I was proud to be included in the program. Many there came to me after the ceremony to thank me and praise the Merchant Marine.

I salute the group that went to Washington DC. I re-

gret that we could not go with them. Our Cauble family reunion was scheduled at the same time with all reservations made. With only five of us siblings left out of 12 originally, and, with one sister coming from Florida at age 97 with flights already booked, Shirley and I felt we could not let this one pass. The younger generation is now in charge, and they do a great job but need our encouragement to keep the family tradition alive.

For now, I thank you all for your votes and your confidence, and please know that you will have the best that I can give. My "door" is always open and, as before.... Remember that ...TOGETHER WE HAVE, AND TOGETHER WE CAN STILL MAKE A DIFFERENCE!"

Sincerely,

Nelson Cauble

National Secretary AMMV

**Effective June 1, 2015  
AMMV Nat'l HQ has moved**

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# Editor / AMMV Office Administrator Sindy Raymond

## **A CHANGE IN AUTHORITY**

A warm welcome to our newly-elected National President, Captain Christopher Edyvean! Although not of the WWII generation, he certainly cares about them and is more than willing to put forth any efforts to keep the American Merchant Marine Veterans organization afloat. And his enthusiasm and contacts will help bringing younger Merchant Mariners into our folds. WELCOME ABOARD, Chris!

Chris will bring new and innovative ideas to the table as National President and I, for one, am inclined to feel that he will be hard to keep up with. Let's all give it a good try!

It has been interesting working with past President Morris Harvey over the last four years but in his new capacity as National Vice President, he has promised to help Chris come aboard as best he can. The last few weeks of Morris' Presidency were exciting ones for all with the very successful Storm the Hill (STH) action and establishing our new website. An old friend of ours is back on board – Nelson Cauble has been elected as National Secretary (again) and we're happy to have him back. And with incumbent George Salovich, way up there in Montana, as National Treasurer, I think we have a good National officers team to lead us into the future.

You will also note some changes in Appointed Officers and Standing Committees. These were Chris' first choices for these positions and we're honored to have the help. And Member-at-Large Bob Ross, of El Dorado, Arkansas, has volunteered to be an interim RVP for Region Six. And speaking of that occasion, plans are already being put forward to schedule the next National convention.

## **NATIONAL OFFICE HAS MOVED**

As noted in the last NEWS, the AMMV National office, and I, moved to a larger community about an hour north of San Francisco. Going from a town of 1,400 people to a city of about 130,000 has been an interesting change – the traffic, especially, but a welcome one. Since DUES ARE DUE for the fiscal year July 1, 2015 through June 30, 2016, please send them to the new address:

**American Merchant Marine Veterans National Office  
2722 Maynes Court  
Santa Rosa, CA 95405-8408**

Any questions - the new telephone number is (707) 546-6349, old cell phone number is (707) 235-6598 and new email is saaren@sonic.net.

Renewing Members-at-Large should send \$32.00 to the

above address. Because of the mailing costs involved, we prefer that you just send us a check. You will probably not receive an invoice until later, IF you are seriously delinquent. Thank you for your cooperation.

Chapter dues and newsletters should also be sent to the above address.

## **A PLEA FOR HELP**

I know it's something that can't be avoided, but we lost 4 chapter CEOs this quarter – George Bathie from Keystone Mariners, Lucy Hay from Oklahoma Mariners, Max Gutierrez from Oregon Chapter and Ern Flint of our Small Ship Mariners chapter in Australia. They will all be sorely missed. However, their shoes need to be filled at chapter level. I know that our energy levels are lagging and mobility issues can be a hindrance, but PLEASE think about stepping forward and filling these vital positions. If our organization wants to carry on, everyone needs to pitch in to help it do so.

## **AN UNEXPECTED SUPPORTER**

A WWII Merchant Mariner's wife, recently, happened upon a website featuring SS Stephen Hopkins' chapter reprint of a book about the U.S. Maritime training school at Sheepshead Bay.

She showed it to her husband, Dave Yoho, who spotted his picture on the cover and they began a campaign, through Dave's vast number of motivational-speaker contacts, for donations to the AMMV, for use for our Mission Support causes. Many, many thanks to Dave and his group for their generous donations so far and we look forward to hearing from them in the future!

## **A BIG THANK YOU**

An immense THANK YOU to Don Marcus and the folks at MITAGS for providing lodging, meals and transportation for our Storm The Hill efforts in June. And also to others in the AMMV who contributed to the cause.

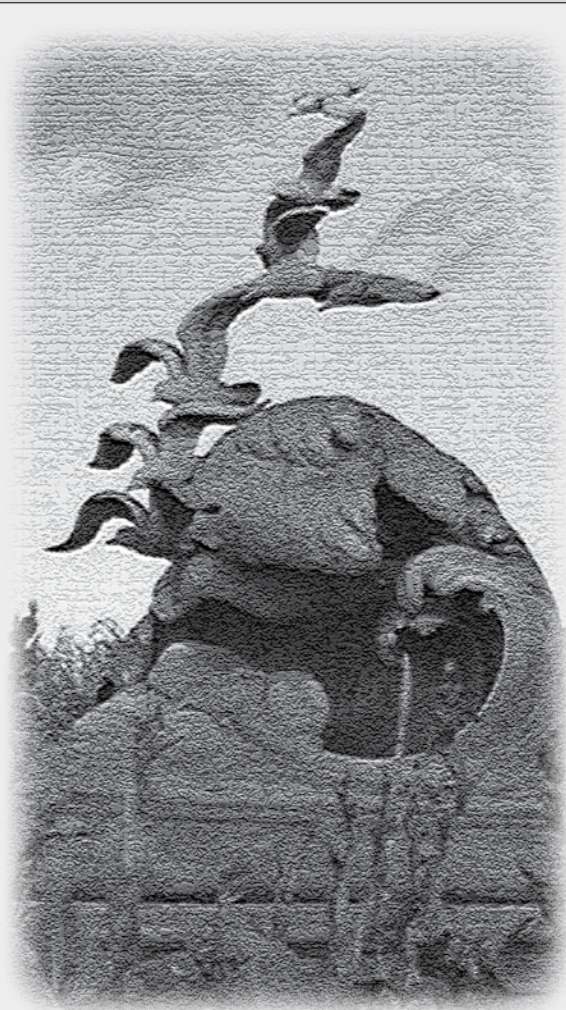
Don't forget about the Western Regional conference in Reno, NV September 27 – 30, 2015.

See you there!

SINDY



# In memory of those who have Crossed the Final Bar



*There are no roses on a sailor's grave,  
No lilies on an ocean wave;  
The only tribute is the seagull's sweeps  
And the teardrops that a sweetheart weeps.*

LEONIDES ALEXAKOS	ROBERT W. HAYES
LOSNEGARD ALF	WILLIAM E. HOZA
HAROLD V. ANDREASEN	FRANK HUGHES
GEORGE BATHIE	ARNOLD JOHNSON
PAUL E. BEHNEN	HENRI L. JOHNSON
WILLIAM BENNETT	MELVIN S. JONESON
RICHARD L. BORCZAK	WILLIAM F. KIRSCHBAUM
HARRY D. BROWN	JACK J. LONG
LAWRENCE P. CAIRNS	WILLIAM G. MACRIDES
AMOS C. CAREY	LEO MANUS
JOHN B. CERULLO	ROLAND "MIKE" MARSHALL
JOHN CZEMERIS	STANLEY S. MATABLE
DONALD P. DICKERSON	LUPE V. MENDEZ
CHARLES F. DODGE	JOHN R. MURPHY
STEWART F. EAYRS	WILLIAM O'DONNELL
MILLER D. FAGLEY	WALTER J. OLDENDORF
JOSEPH A. FALASCA, JR.	GEORGE E. PASCOE
ERNEST A. FLINT	FRANK PUGLIESI
GORDON J. FRAZER	CARL B. ROBBERT, SR.
HENRY R. FRISKE	RAYMOND C. ROSS
ELMER GARLING	KENNETH R. SNOW, SR.
FRANK J. GRILZ	PHILIP SOUTHWELL
RICHARD K. GROSS	P. LYLE STERRETT
MAX A. GUTIERREZ	F. O. "CLARKE" VALLES
JACK HAMILTON	JOHN J. VARNAK
LUCILLE A. HAY	ANDREW C. WARNER

To honor a loved one, memorial donations may be made to the American Merchant Marine Veterans organization on the loved one's behalf. This is a tribute to their memory and the dedicated service they gave to their country and to mankind. Thank you for your thoughtful gesture. Donations may be sent to: AMMV, P.O. Box 186, Ferndale, CA 95536-0186.



# AMMV

## Profit & Loss

July 2014 through June 2015

### Ordinary Income/Expense

#### Income

401 · AD NEWSLETTER	225.00
402 · CONTRIBUTIONS	7,004.54
406 · DVD SALES	3,926.00
407 · RECRUITMENT MAIL INCOME	4,800.00
410 · CHAPTER DUES	
BSM · BIG SKY MARINERS	125.00
BEE · BEEHIVE MARINERS	175.00
CAC · CACTUS MARINERS	225.00
CEC · CENTRAL CALIFORNIA	575.00
CHC · CHINA COASTERS	825.00
CIC · CENTRAL INDIANA	525.00
CWM · CARL W. MINOR - CENT. CA. COAST	450.00
DAR · DENNIS ROLAND	3,400.00
DES · DESERT MARINERS	800.00
DVC · DELAWARE VALLEY	250.00
EMS · EMERALD SEAS	225.00
EOH · EDWIN O'HARA	1,000.00
GLD · GOLDEN GATE	1,750.00
GUL · GULFSTREAM	1,445.00
HIR · HIGH ROLLERS	425.00
HSE · HIGH SEA ERA	175.00
HSM · HIGH SEAS MARINERS	225.00
HUD · HUDSON VALLEY	875.00
HUM · HUMBOLDT BAY	325.00
JOB · JEREMIAH O'BRIEN	300.00
JTS · JOHN T. SCHMIDT/PALMETTO	525.00
KEY · KEYSTONE MARINERS	200.00
LON · LONE STAR	500.00
MAC · ROBERT J. MAC ALVANAH	984.00
MAL · MEMBERS AT LARGE	23,764.00
MAM · MID AMER. ANCIENT MARINERS	550.00
MCO · MID-COLUMBIA	1,000.00
MGC · MISSISSIPPI GULF COAST	57.00
MON · MON VALLEY	400.00
MOV · MISSOURI VALLEY	800.00
MPA · MARINERS OF PENNSYLVANIA	450.00
MWE · MID WEST	650.00
NBM · NORTH BAY MARINERS	700.00
NOA · NORTH ATLANTIC	750.00
OCA · OCALA CHAPTER	675.00
OHV · OHIO VALLEY	525.00
OJE · OTTO J. ERNST	175.00
OKM · OKLAHOMA MARINERS	375.00
ORE · OREGON	750.00
ORS · OREGON SOUTHERN	450.00
ORV · OSWEGO RIVER VALLEY	75.00
PEC · PECONIC BAY	375.00
PUG · PUGET SOUND	328.00
ROG · ROGUE VALLEY	350.00
ROR · ROAD RUNNER	250.00
SAC · SACRAMENTO VALLEY	1,075.00
SAR · SARASOTA-MANATEE	1,000.00
SSM · SMALL SHIP MARINERS	300.00
SSP · SS SAMUEL PARKER	725.00
STH · SS STEPHEN HOPKINS	900.00
SUQ · SUSQUEHANNA VALLEY	725.00
SWF · SOUTHWEST FLORIDA	725.00
THR · THREE RIVERS	850.00
VUL · VULCAN CHAPTER	375.00

Total 410 · CHAPTER DUES 56,428.00

Total Income 72,383.54

#### Expense

##### 500 · FIXED EXPENSE

501 · BANK CHARGE	142.84
503 · EQUIP RENTAL	600.00
507 · TELEPHONE	3,506.41
508 · RENT/OCCUPANCY	3,600.00
509 · UTILITIES	1,200.00
510 · MEMBERSHIP PROMOTION	841.90

Total 500 · FIXED EXPENSE 9,891.15

##### 520 · MISSION ADVANCE

521 · AWARDS	400.00
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Total 520 · MISSION ADVANCE 400.00

##### 522 · RECRUITMENT MAILING

526 · INTERNET INITIATIVE	215.82
528 · JCC CLOSING EXPENSE	826.00

##### 530 · NEWS LETTER

533 · POSTAGE	5,846.14
536 · PRINTING	18,415.85
538 · LAYOUT	2,200.00
539 · EDITORIAL FEE	1,200.00

Total 530 · NEWS LETTER 27,661.99

##### 540 · DVD EXPENSE

542 · DVD REPLICATION	945.00
543 · DVD POSTAGE	971.98
545 · PRINTING	533.24
547 · DVD PRODUCTION SUPPLIES	336.95

Total 540 · DVD EXPENSE 2,787.17

##### 550 · PERSONNEL

551 · ADMINISTRATOR	18,000.00
552 · NATIONAL PRESIDENT	3,188.80
553 · NATIONAL SECRETARY	500.00
556 · REG. V.P.	381.32

Total 550 · PERSONNEL 22,070.12

##### 560 · OPERATING EXPENSES

564 · OFFICE SUPPLIES	1,281.68
565 · POSTAGE	1,589.09
566 · PRINTING	125.78
567 · LICENSES & FEES	70.00

Total 560 · OPERATING EXPENSES 3,066.55

#### Total Expense

71,684.04

#### Net Ordinary Income

699.50

#### Net Income

699.50

*Dues for the fiscal year  
6/30/15 – 7/1/16 are due NOW.  
Please send your dues to your  
chapter or, if you are a  
Member-at-Large, send \$32.00 to  
AMMV  
2722 Maynes Ct.  
Santa Rosa, CA 95405*

	A	B	C	D	E	F	G	H
1	<b>AMMV PROPOSED BUDGET FISCAL YEAR 7/1/15 - 6/30/16</b>							
3	<b>Rev.A</b>	<b>2014-2015</b>	<b>2014-2015</b>			<b>2015-2016 &gt;&gt;&gt;&gt;&gt;&gt;</b>		
4		<b>BUDGET</b>	<b>nine month</b>			<b>BUDGET</b>	<b>TOTALS</b>	
5	<b>GENERAL LEDGER</b>							
6	Bank Acct. 0011 CK.	\$59,575	\$58,084 (A)			\$59,000(A)		
7	<b>INCOME</b>							
8	410 DUES: 1288 Chptr. Mbr. @ 25.00					\$32,200		
9	410 DUES: 760 MAL Mbr. @ 32.00					\$24,320		
10	<b>TOTAL ESTIMATED RENEWAL DUES</b>	\$57,075	\$56,362				\$56,520	
11	401 INTEREST + MAG. ADS.	\$500	\$75	15.0%		\$500		
12	402 CONTRIBUTIONS	\$2,000	\$6,459	322.9%		\$5,000		
13	405 MISSION SUPPORT FUND		\$2,500			\$2,500		
14	407 RECRUITMENT DONATION		\$4,800			\$5,200		
15	<b>TOTAL PROJECTED INCOME</b>	\$59,575	\$70,196	117.8%			\$69,720	
16	<b>PROFIT &amp; LOSS STATEMENT</b>	VVVVVVVV	VVVVVVVV			VVVVVVVV	VVVVVV	
17	<b>FIXED Expenses</b>							
18	501 Bank charges	\$70	\$143	204.1%		\$140		
19	503 Rent/Nat.Office Equipment	\$600	\$450	75.0%		\$600		
20	506 Insurance	\$700	\$0	0.0%		\$700		
21	507 Telephone	\$3,500	\$2,645	75.6%		\$3,500		
22	508 Rent/Occupancy	\$3,600	\$2,700	75.0%		\$3,600		
23	509 Utilities/Nat. Office	\$1,200	\$900	75.0%		\$1,200		
24	510 Mal Special Mailing		\$842					
25	500 <b>TOTAL FIXED</b>	\$9,670	\$7,680	79.4%			\$9,740	
26	<b>MISSION ADVANCE Expense</b>							
27	521 Awards & recognition	\$500	\$0	0.0%		\$500		
28	Recruitment Donation Mailing		\$4,765					
29	522 Recruit-Mail	\$3,000		0.0%		\$3,000		
30	525 Mision Support Expense	\$2,500	\$0	0.0%		\$2,500		
31	526 Internet Initiative	\$3,000	\$0	0.0%		\$3,000		
32	527 Survey/Mbr's	\$1,000	\$0	0.0%		\$1,000		
33	528 JCC Freight-Closing	\$1,000	\$612	61.2%		\$1,000		
34	520 <b>TOTAL MISSION ADV.</b>	\$11,000	\$5,377	48.9%			\$11,000	
35	<b>NEWS MAGAZINE Expense</b>							
36	533 Mailing (Postage + Fee)	\$7,000	\$5,627	80.4%		\$6,000		
37	536 Printing	\$23,000	\$18,416	80.1%		\$16,000		
38	538 Layout		\$2,200	0.0%		\$4,400		
39	539 News Mag. Editing	\$1,200	\$1,200	100.0%		\$1,200		
40	530 <b>TOTAL NEWS MAGAZINE</b>	\$31,200	\$27,443	88.0%			\$27,600	
41	<b>PERSONNEL Expense</b>							
42	551 Administrator	\$18,000	\$13,500	75.0%		\$18,600		
43	552 National President	\$4,000	\$1,785	44.6%		\$4,000		
44	555 National Vice President	\$1,500	\$0	0.0%		\$1,500		
45	553 National Secretary	\$500	\$0	0.0%		\$500		
46	554 National Treasurer	\$500	\$0	0.0%		\$500		
47	556 Regional Vice Presidents	\$4,000	\$381	9.5%		\$4,000		
48	550 <b>TOTAL PERSONNEL</b>	\$28,500	\$15,666	46.8%			\$29,100	
49	<b>OPERATING EXPENSES</b>							
50	564 Office Supplies	\$1,500	\$1,147	85.6%		\$1,500		
51	565 Office - Postage	\$2,000	\$1,514	61.0%		\$2,000		
52	566 Office - printing	\$500	\$126	34.8%		\$500		
53	567 License & Fees	\$70	\$0	0.0%		\$70		
54	560 <b>TOTAL OPERATING</b>	\$4,070	\$2,788	68.5%			\$4,070	
55	<b>TOTAL PROJECTED EXPENSES</b>	\$84,440	\$59,845	70.9%			\$81,510	
56								
57	(A) (Mar. 31=\$ 58,084)-\$ 17,595 (Projected Apr-Jun)=\$ 40,489							
58								
59	406 DVD SALES		\$3,674					
60	<b>DVD EXPENSE</b>							
61	542 DVD Replication		-\$945					
62	543 DVD Postage		-\$967					
63	545 Printing		-\$533					
64	547 DVD Production Supplies		-\$337					
65	540 <b>TOTAL DVD EXPENSE</b>		\$892					
66								

# NOTES and ACTION FOR AMMV 2015-2016 BUDGET PREPARATION

May 5, 2015; Linthicum, Maryland

## AMMV Business Meeting

### Rev. A

1) Most accounts were projected based on the first nine months of 2014-2015 actual expenditures (Ref. column B & C) to allow approximately the same level of operations for major items through the 2015-2016 fiscal year. The dues increases approved in 2012 is continuing to make a difference in keeping our financial situation stable. The increases are reflected in lines 8 & 9, are helping to offset income decreases due to reduced membership. This year's expenses are projected to be 3.0% under budget (Line 55).

### MEMBERSHIP STATUS:

In March of 2014 we lost 458 members in the prior 12 months; this past 12 months we were only down by 183 members from March 2014. This status is related to our "Project Survival" and a significant portion is due to a special mailing project, funded by member Hap Bledsoe, to regain members who had dropped their membership and inviting members of the Just Compensation Committee to join AMMV.

### SPECIAL NOTES:

2A) the budget for the Fixed expenses category is planned to remain almost the same, except for Line 18, the budget for Bank Charges is being increased from \$70 to \$140 to reflect charges experienced over the past two years.

2B) Mission Advance (lines 26- 33): Proposal is to keep this category overall budget the same as last year. Accounts 525, 526, & 527 (Lines 30-32) are retained in the budget the same as last year. Line 30, The Post WWII Veterans Status project is still a priority, which will pay for Public records requests and to consult an attorney to evaluate a legal challenge. Line 31, was not used this year because I was able to use surplus funds from past conventions to pay for the website work done this past year. I continue to allot money to fund internet and print media activities which will support our "project survival" recruitment and recognition campaign. Line 32, is required to continue our membership survey, which provides use with data related to retaining our 501c19 status as long as possible.

2C) News Magazine Expense has changed due to our printer broker closing shop. Consequently; we negotiated with the designer, printer and mailer for individual proposals. The result is a cost savings of approximately \$2,600.00.

2D) Personnel Expense (Lines 42-47) remains the same except for line 42 for the Administrator, which is increased by approximately 3.3% (\$600.00) to \$18,600.00. I have included all By-law authorized expense allowances for national officers and RVP's although in prior years all of the funds were not used. (See line items 43 thru 47) They are inclined to not submit their expenses until late in the year.

2E) DVD MM Memorial Project (Lines 59-65) is shown separate from the annual budget because it was set-up to be self-supporting. Note that income exceeds expense by \$892.00.

### PLANNED ACTIONS:

3A) Continue the "project survival" support and membership drive initiative to target active and retired mariners thru support of other Maritime organizations. Continue Website development, which could also include use of Facebook, ----, Etc. Utilize the three-way fold Brochure to explain AMMV purpose, activities, and accomplishments. Utilize graphic ad's and "open Letter to Mariners" in Maritime News Letters and in print media. (Lines 30 thru 32)

## AMMV Balance Sheet As of June 30, 2015

	Jun 30, 15
<b>ASSETS</b>	
<b>Current Assets</b>	
Checking/Savings	
102 · WELLS FARGO 2000053950011	61,371.20
<b>Total Checking/Savings</b>	61,371.20
<b>Total Current Assets</b>	61,371.20
<b>TOTAL ASSETS</b>	<b>61,371.20</b>
<b>LIABILITIES &amp; EQUITY</b>	
<b>Liabilities</b>	
<b>Current Liabilities</b>	
Other Current Liabilities	
309 · WWII WAR MEMORIAL	805.00
310 · BOARD RESTR	840.00
311 · DUES RECEIVABLE 2016	9,133.00
312 · MEMBER RECRUITMENT	5,200.00
313 · CHAPTER FUNDS	790.25
314 · MISSION SUPPORT DONATIONS	5,425.00
<b>Total Other Current Liabilities</b>	22,193.25
<b>Total Current Liabilities</b>	22,193.25
<b>Long Term Liabilities</b>	
320 · LIFE TERM MEMBERSHIPS	2,200.00
<b>Total Long Term Liabilities</b>	2,200.00
<b>Total Liabilities</b>	24,393.25
<b>Equity</b>	
32000 · Unrestricted Net Assets	-22,557.66
390 · EARNINGS	58,836.11
Net Income	699.50
<b>Total Equity</b>	36,977.95
<b>TOTAL LIABILITIES &amp; EQUITY</b>	<b>61,371.20</b>

Line 14, "Recruitment" indicates a projection of 400 new members.

3B) Our efforts to solicit contributions (Lines 12 & 13) must be increased in order to make our organization less reliable on dues income.

3B) We must Continue efforts by National, the regions and Chapters to recruit WWII, Korean, and Vietnam veterans. Brochures and ad graphics will be made available, by National, for this purpose.

3C) National Magazine production and printing has received a boost from the way we do business (Ref. 2C above). Inevitably, changes in membership may also require that we seek other production and lower quality printing options. Our first choice is to maintain the current content and production quality. (Lines 36 thru 39)

### SUMMARY:

The total planned expenditures are \$81,510 (line 54), which is \$2,930 less than \$84,440 2014-15 budget presented last year (Col. B, line 54). We expect 2015-2016 ending bank balance to be approximately \$59,000 – about the same as this year. However, our income projection is \$11,790.00 less than estimated expenditures. This leaves us with two choices: increase our income (New member dues, Magazine ads and donations) or use our estimated reserves (Line 6) of \$59,000.00.

NOTE: Approximately \$60,000.00 (74% of the budget) is spent on maintaining a National Office and producing our Magazine.



# AMMV 29<sup>TH</sup> NATIONAL CONVENTION

## Linthicum, MD • May 5-9, 2015

### **BOARD OF DIRECTORS MEETING**

**May 5 – 6:30pm**

Nominating & Credentials Chair Richard "Ben" Benjamin advised the BOD that



*Charles Mills, Lone Star Chapter (left) and Bob Ross, Member at Large*

votes received had exceeded those needed for a quorum of 74.2% and it was approved to start the proceedings. National President Harvey queried if anyone had any questions about the proxy submittal system and none were asked.

Harvey then submitted the Budget for fiscal year 2015-2016 discussing the ac-

companying notes – which will be printed in the Summer, 2016 AMMV NEWS Magazine. He called for a vote, Hank Kaminski moved that the budget be approved, it was seconded by Richard Arcand and carried by those present.

Harvey asked for approval of new membership issues covered by Project Survival for recruitment. The 4 points were moved, seconded and carried. He noted that no By-law revisions had been submitted. He then asked for approval to continue developing By-laws for

a 501 ( C ) 3 organization, which would run parallel to our current 501 ( C ) 19 Veterans' organization. He noted that Richard Arcand – RVP of Reg-1 – was working with him on this project. The results will be submitted to the Executive Board for review before submitting to Chapters

and the membership for the 2016 Board of Directors meeting. This was moved, seconded and carried.

President Harvey then requested approval of the Resolutions of Support published in the Spring AMMV NEWS Magazine and an additional one: strongly recommended that the United States remains committed to ensuring that the U. S. has a reliable source of cargo bottoms. These resolu-

tions were approved by the BOD. He requested another approval of the project to develop a phone conference process to hold our annual BOD meeting via telephone prior to the Convention. Moved, seconded and carried. Harvey proposed the continuation of the project to obtain Veterans' status for post WWII Mariners and it was moved, seconded and carried. And he called for maintaining contact with our Canadian contact about International Merchant Navy Day and plans to consider participation by the AMMV in that event. Moved, seconded, and carried.

Charles Mills, Lone Star chapter, proposed a resolution that action be taken to get a crew together to go to Washington, DC and talk to legislators. Harvey report-



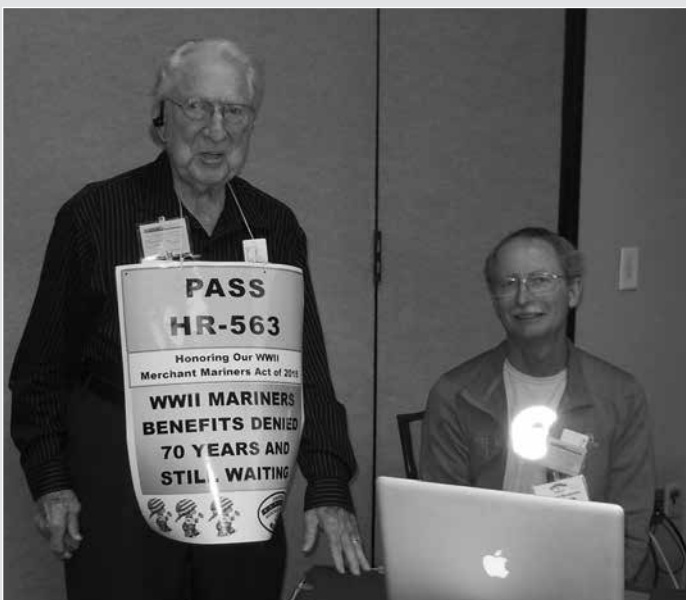
*Mike Rodriguez, MARAD, Morris Harvey, AMMV and Philip Greene, TOTE*

ed that the cost would be approximately \$9,000 and Mills suggested that we talk with SIU, MM&P (MITAGS) or the DoT for contributions to help fund the cause and approach chapters and MALs for donations. Mills stressed the need to Talk the Talk and Walk the Walk soon. The resolution to move forward was moved by Don Trimbath, seconded by Gerard Driscoll and carried.

### **OPENING SESSION**

#### **MORNING, MAY 6**

The General meeting was called to order by National President Morris Harvey. An invocation was said by Bob Ross, Member-at-Large, and the Pledge of Allegiance was led by President Harvey, impressionist Sally Langwah sang "God Bless America" and business began. Speakers for this session were Bar-



*Morris Harvey (standing) and Ben Benjamin*

bara Voulgaris, Historian for MarAd, who invited everyone to meet with her and have their individual stories heard and be recorded in the official Library of Congress records. Jonathan Thayer from the United Seamen's Service also was available for interviews. Joe Coelho and Capt. Mike Schneider of the SS John W. Brown spoke about their historical Liberty ship and provided souvenirs and t-shirts for everyone.

During the lunch break, Sally and Roy Langwah provided entertainment from a "Sock Hop"



*Capt. Richard Phillips of the SS Maersk Alabama*

## **AFTERNOON SESSION**

### **MAY 6**

Captain Richard Phillips from the SS Maersk Alabama told us about his "adventure" and experiences in the hijacking of the Maersk Alabama in 2009. He gave us, in great detail, some descriptions of what he went through during that hijacking.

National President Morris Harvey reported that the Board of Directors had passed the Budget for the fiscal year July 1, 2015 – June 30, 2016 and copies of the budget and the accompanying notes were distributed to the general session members. He then reported a proposal in support of HR.563, which had been proposed by Charles Mills, Lone Star Chapter at the BOD meeting and passed, would include a Storm the Hill (STH) trip to Washington, DC at an estimated cost of \$9,000 for room and board, transportation to and from DC. and airfare. It had been approved by the BOD to ask the MM&P training facility for support and approach the chapters and members-at-large for donations.

Timing would be in June or July because of Congress' schedule. He then showed a picture of a donation of \$1,000 towards the STH project from Leonard Nichols of the AMMV Cactus Mariners chapter.

The annual elections were called for by National President Morris Harvey. Chapter names were called and votes for National officers reported by proxies or delegate present and recorded by Richard "Ben" Benjamin, Nominating and Credential Chair and Cindy Raymond, National Office Administrator. Motion presented, after Lone Star Chapter, to record 1 vote across the board, for all non-contested candidates, for each chapter present or by proxy. Moved, seconded and carried by those present. Actual ballots then were only recorded for National President. Member-at-large (MAL) votes cast individually – 143 votes for Chris Edyvean, 39 votes for Stan Blumenthal was record by Ben Benjamin. Total votes for AMMV National President – Christopher Edyvean – 948 votes, Stanley Blumenthal – 168 votes. All other National officers were elected non-contested.

Harvey then read acceptance letters from Christopher Edyvean, newly elected National President and Nelson Cauble, newly elected National Secretary and closed the session.

After dinner, Don Marcus, President of MM&P welcomed us to MITAGS and

spoke a few words then the entertainment began.

## **MORNING SESSION**

### **MAY 7**

President Harvey called for Resolutions presented from the floor. National Secretary Stanley Blumenthal put forward for vote 4 resolutions – a) Joint Venture, b) Patriotism before Profitism, c) Mega Cruise Ships and d) Chinese cars in US. #A was approved by the general assembly, but the others were denied.

## **AFTERNOON SESSION.**

### **MAY 7**

Guest speaker Erhard Koehler, MARAD program manager for the nuclear ships program, spoke about the NS Savannah, laid up in Baltimore and showed a Power Point presentation with quite a bit of historical information about shipbuilding over the years and a very descriptive explanation of what MARAD does, including supporting the Ready Reserve fleet.. The NS Savannah was a nuclear powered steam ship commissioned by the MARAD. Additional information available elsewhere in this issue.

At the banquet following we heard from Philip H. Greene, Jr. President of TOTE Services Inc. regarding TOTE'S ship management program. Accompanying Mr. Greene was Mike Rodriguez from MARAD, who spoke to us briefly. They were followed by Sally and Roy.

## **ADDITIONAL ACTIVITIES:**

### **CEREMONY AT THE NATIONAL MALL**

### **MAY 8**

A bus tour to the special 70th Anniversary of V-J Day ceremony at the Washington, DC WWII Memorial at the National Mall. Attendees were seated in a special



*Rally following the ceremony on the National Mall*





*Former Senator Bob Dole (seated) and Eugene Barner, Mid America Ancient Mariners chapter at ceremony*



*John W. Brown engine room*

section for WWII Veterans and given full Honors. Speakers ranged from a speech from Madeline Albright, read by her sister in her absence, to an appearance of ex-Senator Bob Dole, who was very instrumental in getting the WWII Memorial built. Wreaths were laid for those departed, entertainment, and a fly-by of World War II vintage aircraft, the first time since 911 that airplanes have been allowed in the "safe zone" surrounding the

White House. At the end of the ceremony, the USAF band played theme song from the four Armed Services, but not the U.S. Merchant Marine and the MM were not mentioned in the ceremony or when the flags were represented. National President Harvey voiced objections to two Board members who were apologetic and gave an indication they would do something about it. Morris suggested that they contact the USMMA or other Maritime schools. After the ceremony, our members retreated from the heat for lunch and Morris Harvey provided signs to protest for support of HR.563. Energy levels were running low and all appreciated the arrival of the bus,

except for one of our members.

#### **CRUISE ON THE SS JOHN W. BROWN MAY 9**

Our busload was greeted by the enthusiastic volunteers who man the SS John W. Brown – Liberty ship that is berthed in Baltimore, including Joe Coelho and Capt. Schneider. The cruise got under way and passengers were able to wander around anywhere aboard. Morris was invited to make a speech supporting our cause (HR.563) which he did. Entertainment was continuous, seas were calm and an enjoyable time was had by all. Our thanks to Joe Coelho and others for their hospitality and generosity.



*Daisy Joseph, Edwin O'Hara chapter and Sindy Raymond, AMMV NEWS Magazine Editor*



*Ceremony at the National Mall in Washington DC*



# RESOLUTIONS SUBMITTED FROM THE FLOOR

*AMMV By-laws allow resolutions to be made on the floor of the general assembly at National conventions; these were presented at the 29th Annual National Convention at Linthicum, MD on May 7, 2015.*

## **RESOLUTION TO CONTINUE SUPPORT OF HR.1288**

*Submitted by National President Morris Harvey.  
Passed by the General Assembly.*

WHEREAS, Public laws 95-202 and 105-368 bestowed veteran status on US Merchant Marine Seamen of WWII.

WHEREAS, specific U.S. government actions by US government and certain social conditions have resulted in some 10,000 to 30,000 merchant seamen may have been denied their due recognition:

- (1) The USCG relieved Masters of tugs, towboats and seagoing barges of the responsibility submitting reports of seamen shipped and discharged and
- (2) The National Maritime Administration ordered ships' logbooks to be destroyed because they were too costly to maintain and had removed the two main criteria required by the government to issue official recognition to those seamen, and
- (3) Some elderly and disabled seamen, some school children and some women served while being denied Official USCG credentials now required for proving service, and

WHEREAS, the average age of the remaining seamen is above 90 and the population of the US veteran is shrinking at an average of 1000 per year causing time to be of the essence, and

WHEREAS, Minimal costs are associated with this proposal and these funds should already have been included in above public laws, and

WHEREAS, The American Merchant Marine Veterans, National therefore requests that immediate action be taken to correct this recognized tragedy.

NOW, THEREFORE, BE IT RESOLVED, the American Merchant Marine Veterans, National, fully supports HR 1288 "WW II Merchant Mariners Service Act" and so orders that this Resolution be submitted to the Chairmen of the House Committees on Veteran Affairs and the Veteran Armed Services requesting their full support and approval, and move it toward the House for a favorable vote.

## **RESOLUTION TO SUPPORT A JOINT VENTURE**

*Submitted by Stanley Blumenthal, Gulfstream Chapter. Passed by the general assembly*

WHEREAS China has great success in attracting foreign manufacturing, including cruise ship building and operating with the help of Carnival, the largest cruise ship owner/operator in the world, at first as a memorandum of understanding and ultimately under China's joint venture program, which when finished will compete with other cruise ship companies.

THEREFORE, the AMMV goes on record urging Congress and the President and current candidates to start up our own joint venture program as an election issue.

## **ADDITIONAL RESOLUTIONS PRESENTED**

3 other resolutions submitted from the floor by past National Secretary Stanley Blumenthal were denied by the General Assembly. A full copy of these may be obtained from Sindy at the AMMV National Office. They were:

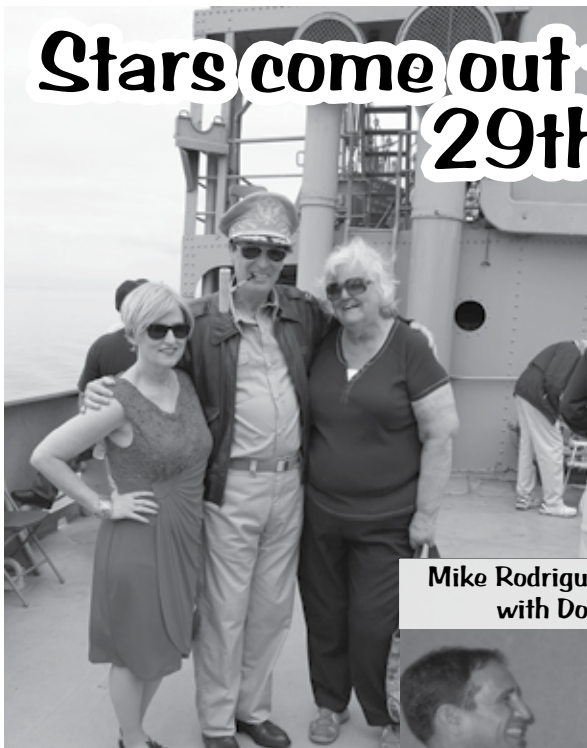
PATRIOTISM BEFORE PROFITISM

WHY HAVEN'T WE BUILT A MEGA CRUISE SHIP FOR DECADES?

SELLING MADE-IN-CHINA VOLVO CARS IN THE USA

# Stars come out for the 29th National Convention...

With a little help of impressionist  
Sally Langwah and her husband Roy



Sally, Douglas MacArthur and  
Sandy Raymond aboard the  
John W. Brown



Gene Barner and Sally in Wash. DC

Mike Rodriguez, Phil Greene  
with Dolly Parton



Minnie Pearl pays a visit



The Supremes with Rosemary  
Wichita Buchwald, Diana Ross  
and Nisey



Front row (l-r) Gene Barner, Marilyn Monroe,  
Stan Blumenthal, Daisy Joseph; Back row: Ben  
Benjamin, Hank Kaminski and Ken Blue



Marilyn Monroe & Bob Ross



Connie Stevens  
serenades Gene Barner



Sandy with her  
twin, Marilyn



Willie Nelson and Dolly Parton  
entertain Convention goers





Even Marilyn Monroe  
can't stay away



Patsy Cline sings to Ken Blue



Dolly Parton loves  
her sailors



Elvis Presley serenades  
Charles and Wilhelmina Mills



Elvis poses with  
Julia Thomas



The flapper even has a  
good time



Elvis Presley and Connie  
Stevens sing harmony



# MARAD LAUNCHES U. S. MERCHANT MARINE FLAG PROGRAM

## *Program Honors U.S. Merchant Marine – May 21, 2015*

WASHINGTON, D.C. – The U.S. Department of Transportation's Maritime Administration (MARAD) today announced the launch of the United States Merchant Marine Flag Program, which will provide U.S. Merchant Marine Flags for display nationwide, honoring the historic and continuing contributions of U.S. Merchant Mariners to our national defense. The announcement was made by Maritime Administrator Chip Jaenichen during the National Maritime Day celebration in Washington, D.C.

"These flags represent the dedication and sacrifice of the men and women who for over two centuries have powered American prosperity at sea," said Maritime Administrator Jaenichen. "Through this program, we are spreading recognition of the U.S. Merchant Marine as essential to the Nation as one of our vital sea services."

The U.S. Merchant Marine enables global projection and sustainment of our U.S. Armed Forces by providing assured

access to sealift for national and international emergencies supporting both our troops and our allies. President Franklin Delano Roosevelt referred to the U.S. Merchant Marine as "the fourth arm of defense," and during World War II they suffered a larger casualty rate than any of the other services. Serving the Nation since the Revolutionary War, they continue to serve today, actively supporting the recent United States efforts to combat the Ebola epidemic in West Africa and acting as a key asset in the destruction of the Syrian declared chemical weapon stockpile.

MARAD will provide flags to approved organizations such as non-profit civic organizations, maritime training and educational institutions and cemeteries where U.S. Merchant Mariners are buried. The criteria for public display include having the U.S. Flag and the flags of other Armed Services already on location.

## *U.S. Merchant Marine Flag Program guidelines*

### U.S. Merchant Marine Flags for Qualified Organizations

The Maritime Administration (MARAD) has developed a U.S. Merchant Marine Flag Program authorized by Public Law 84-759, 46 CFR Part 350 or Maritime Administrative Order (MAO) MAO 550-3 which prescribes the procedures under which Merchant Marine flags may be given or loaned to qualifying organizations.

MARAD receives requests for Merchant Marine flags and logos from organizations that wish to honor the historic and continuing contributions of merchant mariners to the United States. MARAD also has received requests for Merchant Marine flags and logos from various educational organizations that perform maritime training.

It has been determined that honoring certain of these requests supports MARAD's mission. Providing these flags, and displaying them with the flags of the U.S. Armed Forces, recognizes the role United States merchant mariners have played and continue to play in the national defense of the United States. In recognizing the achievements and importance of the service of U.S. merchant mariners, the displays would also enhance public awareness of the U.S. Merchant Marine as a career path for citizens of the United States and focus individuals considering such careers on the importance and value of the work they would do as merchant mariners. This recognition would also underscore the dignity and significance of the United States Merchant Marine as a whole. In addition, such flags would remind those training to be merchant mariners that they are part of a long tradition and profession whose mission goes beyond individual gain, in support of the highest principles of public service.

However, Merchant Marine flags are neither gifts nor awards for individuals. They are intended to serve the central purpose of recognizing and memorializing the past and continuing role and contribution of the merchant mariners of the United States.

A Merchant Marine Awards and Flags Committee has been established to make recommendations to the Maritime Adminis-

trator regarding which groups satisfy the criteria set forth below and should receive either the donation or a loan of the Merchant Marine flag and under what terms and conditions. The Merchant Marine Awards and Flag Committee is further authorized to develop and recommend to the Maritime Administrator changes to this MAO governing the award of merchant marine flags and replacements thereof.

Criteria: Merchant Marine flags may only be given or loaned to the following groups:

Public entities, or civic organizations in the United States qualified under United States Code, Title 26, section 501(c)(3), which at the location in which the Merchant Marine flag would be displayed have, at the time of application, at least 100 members and host visits by at least 2500 other members of the public annually in that location; and, at the time of application, publicly display the United States flag and the flag of at least one United States military service.

Educational institutions providing maritime training that would lead to a career in the United States Merchant Marine.

Institutions qualified to receive donated property under 46 U.S.C. § 51103.

Non-profit organizations as defined by Section 501(c) of the United States Internal Revenue Code (26 U.S.C. § 501(c)), memorial/museum ships, and public bodies that:

Are registered with the Internal Revenue Service as a non-profit organization;

Are open to the public, or have and will display the flags in publicly accessible areas; and

Possess an educational, maritime, or civic mission.

Federal, State or local government entities that will display the flags in publicly accessible areas.

Cemeteries or other locations at which U.S. merchant mariners are buried and where the Merchant Marine flag will be displayed with the flags of at least one other of the Armed Forces of the United States.

# Does trade equal peace?

Citizens of every country are proud of their history and ancestry. Bigger countries often have parades to show, with pride, their latest military armor. China does this too but historically, have been far behind America in some areas and are working very hard to play catch-up. In the naval arena they are in the process of performing sea trials with a new aircraft carrier. The Chinese have the latest information on all our weaponry and our military aircraft, having hacked into our defense systems. In a report to Congress this month, the Pentagon said China was using espionage to modernize its military and its hacking was a serious concern. It said "the U.S. government had been the target of hacking that appeared to be 'attributable directly to the Chinese government and military.'"

America is noted for its creativity, which thrives because we allow business creators to profit from their genius. In China, genius belongs to the State. But their demand for the "latest and greatest" has created the need for agents to hack other countries' military and commercial secrets.



There are some things China cannot hack. The U.S. is a world leader in clean coal technology and this represents a major source of exports to China. It has imported, in just one year, more than \$11 billion in U.S. power generation equipment. This not only saves the Chinese time and money but will save thousands of lives by reducing pollution from the air.

While the United States world exports have grown 55 percent over the past decade, our exports to China have jumped 468 percent. Besides the improved financial benefits each side may realize, the two great rewards of our international trade with China are reducing pollution and saving lives.

When countries are enjoying the benefits of trade there will be little interest in going to war. Well, that is the way the world used to see it. But today, we have Putin who wants to emulate Genghis Khan and Jihadists who want to destroy the world's Christians ... **Let us pray!**

**A.J. Wichita, LT USN (Vet)**  
**Merchant Marine, Chief Engr.**  
**National President Emeritus**  
**American Merchant Marine Veterans**



# Maritime Highways, Inland

The navigable waterways in the United States are extensions of our highway system and Canada's. The commercially navigable coastal, inland, and intra-coastal waters of the United States are connections between U.S. ports and Canadian ports on the Great Lakes and the Saint Lawrence Seaway System. These waterways help create a half million jobs and billions in business and are a benefit to the public by providing additional transportation capacity. Marine Highways also help reduce air pollution and traffic congestion along surface corridors and is more economical. They also



provide jobs for mariners and shipyards. The navigable system runs from the St Lawrence to the Mississippi and down

to New Orleans. They will help maintain better repair of the U.S. surface transportation system by reducing maintenance costs from wear and tear on roads and bridges. Maritime highways increase our nation's economic competitiveness by adding new, cost-effective freight and passenger transportation capacity and reduce congestion. Less energy will be used and reduce air emissions per passenger or ton-mile of freight moved. Other environmental benefits will come from increased public safety and security by providing alternatives for the movement of hazardous materials outside heavily populated areas. The intercostals waterways serve 38 states and increase transportation system resiliency by providing transportation alternatives during times of disaster or national emergency. By adding to the nation's strategic sealift resources these maritime highways are among this nation's great assets and increase our national security.

**A.J. Wichita, LT USN (Vet)**  
**Merchant Marine, Chief Engr.**  
**National President Emeritus**  
**American Merchant Marine Veterans**





# DOING THEIR DUTY

In operation since 1875, over the years prior to September 11, 2001, the New York City Fire Department (FDNY) Marine Operations was being downsized for financial and other reasons. Considered not necessarily needed, the department was headed for oblivion.

One of the fireboats that had been decommissioned was the John J. Harvey, built in 1931. At 130 feet and 268 gross tons, she was among the most powerful fireboats ever to serve in that capacity, capable of pumping up to 18,000 gallons of water a minute. She was the first large modern fireboat built in America; everything before her was steam.

She served for many years assisting in notable fires such as the Cunard

Line pier fire in 1932, the burning of the Normandy in 1942 which capsized, almost crushing another fire boat. The Harvey pulled that fire boat free at the last moment. And a fire aboard the ammunition ship El Estero during WWII. In 1994 New York City decided that the Harvey was over-

the-hill and took her out of service. Six years later, she was to be auctioned off for scrap and a group of investors bought her. They restored her and the Harvey, with a pick-up crew, stayed busy celebrating harbor events and showing off for school kids. Then came Sept. 11, 2001.

## HELP AT THE WORLD TRADE CENTER DISASTER

On the morning of Tuesday, the 11th, the owners met spontaneously at the Harvey and took her south from Pier 63 Maritime to help at the World Trade Center. They joined tugs and



ferries evacuating a trapped crowd from the sea wall near the Battery, taking some 150 people north to Pier 40.

Enroute, the FDNY radioed a request that they drop passengers as quickly as possible and tie up adjacent to the site to provide pumping capacity since fire hydrants had been crushed by the explosion at WTC. She was designated Marine Company Two and assigned an officer by the FDNY and joined the

only two other FDNY boats on the sea-wall to provide the only water available at the site.

The Harvey and her volunteer crew worked non-stop for 80 hours, until water mains were restored, pumping some 38 million gallons. On Wednesday the water was used to provide

the only area at the site not covered by 2 inches of a horrible, ubiquitous choking dust; this area then became the main supply center for the emergency.

One of the owners stated that in a disaster such as WTC, "you put everything else aside. The tragedy aspect of it, you block out otherwise you're not functional. You kind of focus on what's the next step of the job."

The Harvey has since been designated a National Historic Monument and still plies the NYC waters on special occasions, like the annual Blessing of the Fleet.

## UPGRADING THE FLEET

Following 9/11, the department recognized the continued value of a fire boat fleet and developed plans for upgrading the fleet to meet the needs of the future. In the 2010 and 2011, two new and powerful boats entered service. The older boats have either gone into reserve status or retirement.

Today, the FDNY operates the most modern and powerful fire boats in the world.

The two "big" boats, the "Three Forty Three" and "Fire Fighter II" are sig-



nificantly larger than all older boats and can pump twice the water, 50,000 gallons per minute (gpm) each!

The first-built replacement, the "343" was named after the number of Fire Department members killed in the Sept. 11 terror attacks, was built in 2009 to replace one of the FDNY older boats – the John D. McKean, which helped in the WTC disaster. Her hull, whose name is emblazoned on the hull in steel from the World Trade Center, significantly improved the FDNY's ability to respond to emergencies in and around the 560 miles of New York Harbor shoreline.

Funded in part by a grant from the Department of Homeland Security, the "343" and Fire Fighter II are 140 feet long and feature a high-tech communications system linking the boats to police radios and to supervisors on shore via video; hi-tech command center capable of retrieving information like inter-agency data to the crew; a water monitor on the bow that





provides 17,700 gallons a minute and has a reach of more than 700 feet, and six other monitors that will be capable of providing either water or foam solution used to put out flammable liquid fires; decontamination shower for either crew members or casualties of a chemical accident or attack, a rescue crane fitted with a telescoping ladder that will allow firefighters to board larger ships or extend the reach of water streams and a giant platform designed to attach to passenger ships for swifter and easier evacuations.

Each has 4 engines and can get



of an operation – which is handy maneuvering the vessel through tight quarters and the ship officers are able to monitor and direct fire operations from a command and control area, with the aid of

remote cameras on the telescoping ladder/crane and state-of-the-art communications equipment.

### **A CHANCE MEETING**

At the AMMV National convention at MITAGS in May, crew members of the FDNY fire boats were there for further training. At one point, these civilian Merchant Mariners came



into our convention meeting to honor our WWII Merchant Marine Veterans, who in turned honored these courageous men for their fearless efforts in the 911 terrorist attacks at the WTC. These men have all served at least 20 years with the New York Fire Department and lost 343 of their own during that time.

“Those heroes wear an American flag sown on their sleeve and etched in their hearts. Our Military Men and Women, we are forever grateful to them” according to a later telephone interview with Mike Buckheit, Chief of Marine Operations for the FDNY.

Mike stated that today, the FDNY has a tiered response that includes the mid-sized platforms: “Bravest” as well as the soon to be delivered “William M. Feehan”, a 69 ft triple jet propulsion

vessel; “Bravest”, a 65 foot long triple jet propelled, three thrust fire boat capable of 45 knots; to (10) 33’ Fire boats from Safe Boats Int. capable of 47 knots, and (3) 31 ft medical boats with hydraulic drop bows and a pass thru wheelhouse with (2) patient care benches. Note: the fleet has a total of (8) vessels that are certified as “Ambulances” on the water to support the many and varied activities from commercial to recreational that occur in our Port and surrounding regions. The

main duties mostly are hazardous material cleanup, medical ambulance, rescue of persons in the water and public relations. Their vessels are fast, powerful and agile enough to hopefully fulfill any required activities. Mike further stated: “Without a doubt the part I’m most proud of is our personnel. They have embraced the changes, learned and grown along with the technology and they represent FDNY in the finest tradition”.



When asked about his crews’ memories of the 911 disaster, Mike stated that he felt they were still unable to tell about them. Perhaps this equates to our WWII Merchant Mariners, who mostly, for many years, could not verbalize their experiences in World War II.

Another ingenious feature of these vessels was the addition of a forward ballast tank which allows the boat to lower itself in the water in order to match its deck level with that of the large Staten Island ferries which travel the waters of New York Harbor. This will permit easier boarding of the ferry by firefighters and other emergency responders and facilitates the safe transfer of passengers to the fireboat should the ferry need to be evacuated.

The pilothouses are configured to allow the captain a 360-degree view







# CHAPTER NEWS

## China Coasters Chapter

### MARITIME DAY CELEBRATION A SUCCESS

The National Maritime Day Memorial service and lunch in San Pedro, CA on May 22nd, were a success by all accounts. Well attended with much information about our Just Recognition legislation (HR.563) from Congresswoman Janice Hahn, the keynote speaker. She called for passage of legislation that would provide a one-time payment of \$25,000 to surviving World War II Merchant Marine Veterans.

"The first Maritime Day honoring our Merchant Mariners was held here in San Pedro in 1970." Hahn told the gathered crowd. "Before that, for many years, despite their courage and service – and despite suffering higher casualty rates during World War II than other branches of our military – Merchant Mariners were excluded from the celebrations of Veterans Day and Memorial Day."

Legislation information, including a flyer, were distributed on how to seek co-sponsorship for HR.563. Also featured in the Service was information about the Veterans' Historical Project by WWII US Merchant Mariners sponsored by the Library of Congress and administered by the American Red Cross aboard the USS Iowa, now a maritime museum in the Port of San Pedro.



*Congresswoman Janice Hahn and Director John Pitts*



## Golden Gate Chapter

### CHAPTER OFFICER LOSS

Chapter Secretary Lupe Mendez, wife of Financial Secretary and Treasurer Frank Mendez, passed away in May. She was very active in the Golden Gate Chapter and a powerful contributor to the success of the annual Western Regions Conference in Reno, NV each year. She and Frank attended most AMMV functions together, whether Jeremiah O'Brien cruises, memorial dedications, chapter meetings and luncheons or other functions. Condolences to her husband, Frank and her daughter, new AMMV member Carol Ann.

Lupe will be sorely missed!

## Gulfstream Chapter

### MARITIME DAY CELEBRATION



*Back row (L to R) William Hommel, Paul Raudt, Tom Cavallo, Capt. Liz Clark, Capt. Fred Calicchio, Leo Tullock, a member of the AMO school;*

*Front row (L to R) Mercedes Frassetto, Stanley Blumenthal, Ruth Ran, Lillian Calicchio, Sylvia Tullock, Joe Gremelsbacker (National Vice President deep sea), Robert Kenney*



*Guest speaker Charles Murdock, National Secretary/Treasurer of AMO*

Members of the Gulfstream Chapter and their spouses, members of the American Maritime Officers (AMO) including speaker National Secretary/Treasurer of AMO, Charles Murdock, and STAR Center directors and instructors gathered May 22 at STAR Center, Dania Beach, FL for a ceremony in observance of National Maritime Day.



# CHAPTER NEWS

## Keystone Chapter

### CHAPTER CEO CROSSES THE FINAL BAR

We were saddened to hear of the passing of chapter CEO George Bathie in mid-May. An ardent email-er with a large address base, George was always good for his monthly chapter's "controversial" newsletters. His attitude was evident in his lack of support for AMMV officials' actions and other similar issues. But his strong opinions brought back memories of earlier AMMV years when there were quite a few other "ardent" Merchant Mariner members among us.

Not much is known about his private life except that his demise was reported by a daughter. A former Merchant Mariner and a U. S. Marine Corp. veteran, George will be missed for his outspokenness and general attitude.

## Lone Star Chapter

### Maritime Day Ceremony in Galveston

The Lone Star Chapter was represented at the Maritime Day Ceremony in Galveston on Friday, May 22, 2015.

"I know we have many members of the Merchant Marine veterans here, and I want to welcome them," said John G. Peterlin, III, senior director of marketing and administration at the Port of Galveston. "Thank you for making the trip down. It's great to see you here. You guys are much of the reason why we're here, so thank you for your service."

The event culminated with a wreath-laying ceremony at the pier's dual markers commemorating the Texas Navy and the Merchant Mariners who lost their lives during the Battle of the Atlantic, which partially took place in the Gulf of Mexico during World War II.



## Midwest Chapter

### MEETING AND MARITIME DAY - CHICAGO



*Attending the AMMV Midwest Chapter meeting on March 7th were (Back row, from left): Lee Sturonas, Bob Weagant, Janet Vasquez, Chris Edyvean, (Front row, from left): Joanna Sturonas, Karyn Holm (Treasurer), Ginny Higdon. Topics discussed were the status of H.R. 563, the Chapter's submission for the 2015 Memory Book, and the Chapter's involvement with a local maritime museum.*

On Maritime Day, May 22, our chapter was represented at the Chicago ceremony by Walter Paas. Included in the ceremony were Captains of the Ship Masters Assn, & in the crew of an attending Coast Guard vessel.

His description covers it all: "The Honor Guard formed up at the Captain Streeter statue at 1100. on the sea wall, just south of Chicago's Navy Pier. After several speeches, & reading the President's proclamation by a MARAD rep, we boarded the Shoreline 2 double decked tour boat & moved out to the inner basin of the pier. There followed the blessing of the wreath & tossing into the water. Then we had 11 vessels pass under our stern for Blessing of the Fleet---last one was Chicago Fire Dept's largest vessel throwing water skyward.

"Returning to the dock, all hands enjoyed lunch, & told some hilarious sea stories."



## Oklahoma Mariners Chapter



*Lucy getting lei'd by  
Elvis at the National  
Convention in  
Linthicum in May,  
2015*

### CHAPTER CEO WILL BE SORELY MISSED

Chapter CEO Lucy Hay crossed the final bar July 2, 2015. She was born in California and attended school there until she was capped as a Registered Nurse in 1951. She enlisted in the U. S. Navy and her commission as an officer was televised on Jack Parr's program through a San Francisco TV station. She was assigned to the Navy base in Jacksonville, Florida and served two years there. She then requested a transfer to the U. S. Navy base in Norman, Oklahoma because her parents and sister were in the process of moving from California to Wayne, Oklahoma. At the end of three years in Norman, she received orders to Japan where she served two years, and while there she climbed Mount Fuji and saw the sunrise. She then was transferred to Corpus Christi for two more years. While in Corpus Christi, she married Jim Brasseaux. They had a daughter, Sharon, and at that time she was not allowed to stay in the Navy with a dependent. So after nine years of active duty service and as a Korean War veteran, she was honorably discharged and the young family moved to Oklahoma City.

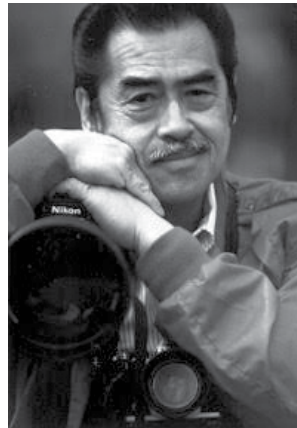
After moving to Oklahoma, she worked for a short time at Capitol Hill General Hospital, and then began a 30 year career at Veterans Medical Center in Oklahoma City. She retired with a total of 39 years serving as a Registered Nurse.

She later married Donald Hay, an active Merchant Marine officer and they eventually moved to Alex. At his passing in 2005; they had been married for thirty-five years.

In later years, Lucy, and her daughter Sharon, were very active in the AMMV; Lucy, as CEO of the chapter, attended all conventions, no matter where they were held and travelled the U.S. extensively in conjunction to these meetings. She will not be forgotten.

## Oregon Chapter

### Chapter CEO, Husband of RVP Carole Gutierrez



Max Anthony Gutierrez, president of the Oregon Chapter, crossed the bar June 2, 2015. He was 87. Max was born in San Francisco and was one of those kids you hear about that fibbed about their age to get on board a merchant ship during World War II. He sailed out of his home port for the Pacific theater. He started on tankers

and finally ended up with the Army Transportation Corp. He used to tell me he was on an "Army Tug."

He didn't talk much about his service until he found the AMMV through our neighbor, Bill Marker, past Regional Vice President, Region 7. He was delighted to find people who shared his experiences at sea.

After the war, Max continued sailing. However, with the outbreak of the Korean "Conflict," Max enlisted in the Army and served in the Signal Corp., where he became a photographer. He threw himself into learning that craft which would become his life-long profession. He was about to re-up when United Press International offered him a job. He jumped at the chance and spent 32 years in their employ.

His assignments ranged from the mundane "grip and grin" to the breathtaking eruption of Mt. St. Helens. He covered plane crashes, the D.B. Cooper hijacking, the Bagwan, the Alaskan earthquake, mine cave-ins, the Trail Blazers, Oakland Raiders, World Series, Olympics, Super Bowls, and golf tournaments at Pebble Beach. He photographed kings, princes, emperors, presidents, vice presidents, governors and hundreds of political candidates.

Max believed in passing his knowledge on and taught photography at Clark, Mt. Hood and Clackamas Community Colleges, Portland State University and community classes at Gladstone High School.

He is survived by his wife of nearly 45 years, Carole. Remembrances may be made to Oregon Chapter of AMMV.



# CHAPTER NEWS

## Sacramento Valley Chapter

### MARITIME DAY CELEBRATION – SACRAMENTO

May 20, 2015 the Sacramento Valley AMMV Chapter celebrated National Maritime Day. Why May 20 two days early? Because the venue traditionally used for this ceremony, Old Sacramento, would be the site of the Jazz Festival on May 22. The two celebrations would have been incompatible.

The program: a prelude- played by trumpeter, Ralph Buell - Anchors Away and Heave Ho - Six Bells - rung on a US Navy ship's bell that always hangs at the site of the Chapter anchor in Old Town Sacramento. Introductions - Phelps Hobart NLUS and Ken Blue AMMV. The Pledge of Allegiance led by Phelps Hobart; reading of the Presidential proclamation and introduction of "visiting dignitaries".

CEO Ken Blue gave a brief overview of the recent National AMMV Convention. Christian Yuhas gave a brief talk about the new fuel for ships LNG (liquified natural gas) and offered a merchant marine poem. Phelps Hobart gave a rundown of medals and awards given to merchant mariners. He asked for a show of hands by those who had been awarded these medals. Rufus Hernandez gave a brief talk about his youth in nearby Roseville and remembering trips to this site, along the Sacramento River.

The trumpet solo Heave Ho was reprised followed by a reading of names of the recently departed with a bell toll after each name. Taps was played by Ralph Buell which ended the program.



*Sacramento Mayor and Ken Blue, CEO Sacramento Chapter*



*l to r: Rufus Hernandez, CEO, Central California Chapter, Larry Arcand, RVP, Sacramento Chapter and Sally Raanes, Golden Gate Chapter*



*far right: Harold Wagner, Treasurer, Sacramento Valley Chapter*





# CHAPTER NEWS

## SS Samuel Parker Chapter



*Member Orville Sova aboard the SS Jeremiah O'Brien in San Francisco with JOB Director Lizabeth Anderson and Sova's son)*

### A LONG-TIME WISH FULFILLED

Finally, wearing an AMMV chapter jacket given to him for the occasion by his daughter Sheila, chapter member Orville Sova sailed on the Memorial Day cruise of the SS Jeremiah O'Brien. Sova enjoyed the cruise and chatting with Director Lizabeth Anderson. It was a major trek for someone who lives in Granite City, IL but well worth every minute of the time. His daughter, Sheila, is working especially hard on promoting HR.563 via social media.

## Small Ship Mariners Chapter

### ANOTHER MEMBER PASSES DOWN UNDER

Word has been received from his daughter that CEO Ern Flint of our Australian chapter crossed the final bar. Ern worked hard with then National President A.J. Wichita to form a special chapter to include the Australian men who were "urged" and conscripted to sail often non-seaworthy vessels to carry cargo into shallower waters of the South Pacific than U.S. Merchant Marine supply ships could enter. He fought diligently to get his members equal status to other Veterans, not only in the U. S. but in Australia. He will not be forgotten.

## Three Rivers Chapter

### 4 WWII VETERANS FROM WESTERN PA HONORED BY FRENCH GOV'T

The French Government recently awarded it's highest decoration to WWII Veterans from Western Pennsylvania for their service in the liberation action from the Nazis. Among them was chapter CEO Howard Pfeifer. Howard was honored with the French Legion of Honor presented by French Consul General Oliver Serot-Alm in Washington, DC. This is part of the French Government's ongoing effort to recognize and thank veterans who served with Allied Force.

Howard crewed on a ship sunk as part of the breakwater to make a temporary harbor for Navy and Merchant ships to supply war materials to the D-Day invasion troops.

*Can't you just hear  
the waves crash  
as these brave heroes  
cross the bar  
one by one?*





# CHAPTER NEWS

## SS Stephen Hopkins Chapter

### ARLINGTON, TX PLAQUE DEDICATED

SS Stephen Hopkins plaque dedication was held at the National Museum of the Pacific War in Fredericksburg on April 8th. A.J. Wichita reports: Mike Pixler had his van ready to carry 6 members of our chapter down to Fredericksburg to the Nimitz museum but one by one they all wound up in sickbay and missed the dedication of the WWII Merchant Marine memorial plaque. At the appointed time, Mike Pixler, A.J. Wichita and his daughter # 6, Monica, assembled at the "MEMORIAL WALL" for the dedication ceremony. We were accompanied by another 12 people from the



museum. We then all retired to an auditorium where approximately 30 people had assembled and Robert Elder, "collections Registrar," gave a well-informed talk about the heroic service of the WWII Merchant Mariners. At the dedication Mike Pixler held an "8 Bell Remembrance Service" for several of our recently departed shipmates. A.J. Wichita was asked to speak and gave the audience some additional history about the Merchant Marine war Service.

We want to thank Mike Pixler for all his work in setting up this dedication and all his traveling back and forth trying to make this as smooth and memorable as possible.

Following the dedication, A.J. Wichita presented to the museum with Allen Holt's seaman uniform, bosun jacket, winter jacket, set of whistles, mittens and kerchief. They were ecstatic to receive it and said that they are trying to build a WWII Merchant Mariner section and would be very glad to accept anything we have to add. A.J. also said the museum today is much better and bigger than what he last saw it 4 or 5 years ago. They have spent millions of dollars to bring it up to a Class A facility. Fredericksburg itself has added some features that make going there more exciting.

**Effective June 1, 2015  
AMMV Nat'l HQ has moved**  
Sindy Raymond  
AMMV National Office  
2722 Maynes Ct.  
Santa Rosa, CA 95405  
Phone: (707) 546-6349  
Email: saaren@sonic.net  
Cell: (707) 235-6598



# JUST RECOGNITION

We have just completed a proactive venture (June 15 thru 19<sup>th</sup>) with a project named StormTheHill conceived by Charles Mills and others. A motion was approved at our National Convention. It involved a team of five AMMV members (Only two did not have assistance mobility problems) who are WWII veterans, ranging in age from 87 to 95.

## ***StormTheHill venture to gain Just Recognition by promoting passage of HR-563 June 15th thru 19<sup>th</sup>, 2015***

The following first News Release was published on June 15<sup>th</sup>, just prior to our StormTheHill initiative.

### ***NEWS RELEASE: 6/15/15***

Morris Harvey, National President of American Merchant Marine Veterans has organized a StormTheHill team to go to Washington DC to educate our lawmakers and to generate support for HR 563. HR 563 recognizes the service of each and every WWII Merchant Mariner and awards eligible Mariners who never received GI Bill benefits, a onetime payment of \$25,000.00.

This legislation is the result of a tragedy that happened to WWII Merchant Mariners in the 1945-46 Congress. This injustice began at the end of WWII when Merchant Mariners were denied veterans status and GI benefits. Before his death, President Roosevelt appealed to Congress to include the benefits and recognition for the Merchant Marine. In 1988, after a federal court determined that the government was not treating the Merchant Mariners equally and fairly, Congress granted veterans status to some of the WWII mariners, the service after the Japanese surrender on August 15<sup>th</sup> 1945 were not included. The official ending of WWII is December 31 of 1946. It took another ten years to get these Mariners veteran's status without Veterans Affairs Department benefits - Seven decades later

Congress still has not acted to recognize and offer additional benefits to the patriotic and heroic service of WWII Merchant Mariners. They suffered financial repercussions from this lack of benefits and opportunities all their lives.

The StormTheHill team members are Morris Harvey from FL; Charles

Administration to Pres. Roosevelt reported that the U.S. Merchant Marine during the last year of the war delivered an average of 8600 tons of materials and cargo every hour of everyday 24/7 for 365 days. It took 7 to 15 tons of supplies to support one soldier for one year at the front.

As of Friday June 12 there were 15 co-signers.

We appeal to you to contact your congressperson and ask that they co-sign HR 563 and work to assure passage of this overdue legislation. Less than 5,000 of these WWII Mariners are still alive. If you would like additional information please contact Cindy Raymond at email: saaren@sonic.net; or telephone: (707) 546-6349



*StormTheHill Team with sponsor of HR-563, Congresswoman Hahn (CA)*

*(L to R) Charles Mills (TX); Eugene Barner (KS); Clinton Quirk (AZ); Congresswoman Hahn (CA); Morris Harvey (FL); Gabriel Frank (NY)*

Mills from TX; Clinton Quirk from AZ; Eugene Barner from KS and Gabriel Frank from NY. In addition we have two volunteer photographers, George Stevenson and Avishai Mekonen from NY. The five team members are all veterans of WWII, with DD-214s. The team will be meeting with lawmakers June 16, 17, and 18<sup>th</sup>.

This recognition and benefits were earned in combat. When a ship left port they were in a war zone, where Axis subs were operating along our shore lines - subject to attack by submarine, surface raider, mines, bombers, kamikaze, and land-based artillery. Mariners were assigned a battle station and manned guns or passed ammunition during battle.

One out of every 26 U.S. Mariners were killed, most were missing in action. 12,000 were wounded, 1,500 ships were sunk.

A report by the War Shipping

Thank You,  
Morris Harvey  
National President and Stormthehill team leader

### ***NEWS RELEASE #2: 6/16/15***

Today the StormTheHill team worked in the Cannon and Rayburn House office buildings. Our first gathering was with HR-563 sponsor Congresswoman Hahn. This was a very rewarding meeting with the Congresswoman involving her staff, which encouraged interaction with everyone. It certainly invigorated our StormTheHill team to hear Congresswoman Hahn reiterate her seemingly unlimited support in resolving the WWII Merchant Mariners long standing grievance against the U.S. Congress by passing HR-563.

It also seemed that her spirits were lifted by the personal stories from the WWII Veterans. There was an interchange of energy between the two





# JUST RECOGNITION

groups (the Team and Rep. Hahn and Staff). She invited and encouraged the StormTheHill team to attend a presentation to recognize her for supporting legislation which involves help for homeless veterans. In this presentation she took the opportunity to announce her sponsorship of HR-563 and to introduce our team. This also led to an introduction of Patrick Murphy, a former congressman and now a TV personality on msnbc. He expressed considerable interest in our issue to gain recognition and compensation related to the past congressional inaction.

The roller coaster continued into the afternoon where we had scheduled a meeting with Congressman Duncan Hunter and missed the appointment time. His scheduler called and asked how many were in our delegation (Team) – that Congressman Hunter wanted us to come to a Coast Guard hearing to be recognized. They reserved seats in the front row and ushered us into the hearing as we arrived. After being seated Congressman Hunter interrupted the committee process and introduced our StormTheHill Team. It turns out that the hearing was being podcast by C-Span.

Oh, I forgot that we were forced to accept meetings in two different House Office Buildings (HOB's) by trying to accommodate the time schedules of the various Lawmakers. When we were rushing to get from the Cannon to the Rayburn HOB's by asking the bus provided by the MM&P and the Maritime Institute to ride us around the several blocks involved, we actually ran into more time delays due to blocked off

roads. We were stuck in a parking area where other busses were unloading. We noted that a DC police officer was nearby – we told him our plight and he came to our aid with a call to another officer – when that officer got tied up, the first officer got in his vehicle and escorted us with flashing lights around the maze of DC streets that we needed to navigate. He then arranged for a parking space for our bus to wait until our 1530 exit.

We worked in two visits to thank existing co-signers and concluded the day by meeting with staff members of the two Lawmakers that we had stood up earlier. One is the House VA committee *Ranking Minority Member* Corrine Brown.

Tomorrow we work the Longworth House Office Building (HOB). The first meeting is with Congresswoman Susan Brooks, who is contemplating a bill that would include a Congressional Medal of Honor and the Merchant Marine in some way – details are still being considered.

More later,

Morris Harvey

## **NEWS RELEASE #3: 6/19/15**

Good morning Patti, Sheila and Chris and Debbie:

I'm back to feed the media a little. Once Avishai and George left we did not have upload capability plus we were engrossed in our interviews and making the next appointment. I have



*Congresswoman Brooks (IN) with StormTheHill Team*

*(L to R) Charles Mills (TX); Clinton Quirk (AZ); Morris Harvey (FL); Eugene Barner (KS); Congresswoman Brooks (IN); Gabriel Frank (NY)*

attached several pic's that you might use. It is phenomenal that our team made the long treks that were required to make the visits that were made. The team has come away with good feelings about the visits that we had. On Wednesday, our last day in the House offices we were rewarded with Rep. Hahn and staff joining us for lunch. We believe that she will be even more encouraged to promote the bill. On Thursday, our day in the Senate office buildings, we visited six Senators, beginning with Sen. Rubio's office, which was encouraging. J.R. Sanchez, his Senior Policy Advisor, told us that he would definitely present the request to his boss. Adam Goodwin, Military Legislative Advisor to Sen. Patty Murray, was very forthright and reported that she would not be sponsoring the bill but would support the bill when sponsored by some other Senator. He explained that the Senator was just too involved in other issues to give our bill the support that is needed. All in all we believe that we are much better off than before this StormTheHill initiative. Also, during our visits HR-1288 was included and some lawmakers were already aware of that bill.

I can report that everyone is busy getting ready to go home with a good feeling about our efforts.

Sincerely,  
Morris

### **Maritime TV made a video of our visit:**

<http://events.tvworldwide.com/Events/usmmagraduation2015/TabId/1200/VideoId/1614/Maritime-TV-Catches-Up-With-Storm-The-Hill-Gang-Fighting-For-Merchant-Marine-Veterans-Rights.aspx>

**Fox News special report:** <https://www.youtube.com/watch?v=-Xp6KKjZZiQ>

### **Please sign the petition at:**

<http://hahn.house.gov/sign-petition-honor-our-wwii-merchant-marine-veterans>



# JUST RECOGNITION

## THE NEXT CHAPTER FOR HR-563 ACTION

*Submitted by Morris Harvey, NVP and Chair., Gov't Affairs Committee*

We now, at press time, have 30 co-sponsors. We cannot claim all of these are directly related to the StormTheHill initiative, but it is progress. One conclusion we could draw is that our members and supporters are not convincing their local congress people to co-sponsor the bill. Please do not give up at this point in the battle – it is not too late. Below, you will find a letter to a congress person that you can use as a sample to draft for your own letter or use this one. It was composed by Clinton Quirk, Desert Mariners chapter, and got attention from staff and/or lawmakers who read it at our StormTheHill event. Other letters have been printed in this Magazine, in the past. Do not forget to follow-up. Make sure that staff has the letter and are acting to make their boss aware of the bill. Ask for a position on HR-563. Constituents have the most influence on congress people. Remember, do not send correspondence to DC, select a local office, as listed in the Spring, 2015 AMMV NEWS Magazine and they will get it to the Lawmaker. Email is best if you have access to their email address.



*Congressional office building, June 16, 2015, supporting HR-563*

*(L to R) Clinton Quirk (AZ); Morris Harvey (FL); Eugene Barner (KS)*

### LETTER BY CLINT QUIRK – possible sample

My name is Clinton Quirk and I would like to ask that you support the passage of H.R. 563 allowing approximately 6,000 WWII Merchant Mariner Veterans to receive "Just Recognition" - a lump sum payment in the amount of \$25,000. The cost to fund this bill would be between \$150 million to \$175 million. This is a small amount of money in comparison, percentage wise, to the wasteful spending of taxpayer-funded programs. As evidenced by Senator Tom Coburn's 2014 government Waste Report, \$25 billion in taxpayer dollars were wasted on government programs including:

- Over \$100 million dollars for a harbor and an airport in a rural Alaskan town with no roads

and only 75 full-time residents;

- The use of government credit cards by federal employees to make taxpayer-funded purchases on items like tattoos, concert tickets, and other inappropriate items;
- And a \$2 million dollar intern program that only put one intern to work;
- Among other wasteful items. In theory, these programs may seem beneficial to a small segment of our society.

However, if you consider the great sacrifice Merchant Mariners put forth to transport troops, ammunition, gasoline, military equipment and supplies to help win WWII, then these types of taxpayer funded programs are trivial and nonsensical in comparison to the amount of money

needed to fund H.R. 563. Without the great sacrifice made by the Merchant Mariners, society as you know it - would stand to be quite different today. Simply put, the war may have been lost if not for the transportation of much needed supplies to our troops. As a Merchant Mariner, I am representing a group that is asking to be compensated for our selflessness in defending our country. This is a chance for our government to rectify years of unjust and unequal treatment of Merchant Mariners.

Therefore, I respectfully ask for your unanimous support and consideration of H.R. 563.

Thank you for your time.





# JUST RECOGNITION

***GOOD NEWS – JUST ANNOUNCED!***

## **HR-2992**

*Submitted by Morris Harvey, NVP and Chair, Gov't Affairs Committee*

**To award a Congressional Gold Medal, collectively, to the U.S. Merchant Marine of World War II, in recognition of their dedicated and vital service during World War II.**

A copy of the News Release issued by the sponsor, Representative Brooks (IN) follows:

### **Press Release**

#### **Rep. Brooks Introduces Legislation to Honor the WWII Merchant Marine — July 9, 2015**

Congresswoman Susan W. Brooks (R-IN5) introduced legislation today awarding the Congressional Gold Medal to Merchant Mariners serving during World War II. House Resolution 2992, the “Merchant Marine of World War II Congressional Gold Medal Act,” will present the WWII Merchant Marine with the highest civilian award Congress can bestow for their heroic efforts providing critical supplies of war to U.S. troops by sea.

“The brave actions of the Merchant Marine during WWII proved instrumental in securing victory for the Allied Powers,” Brooks said. “These loyal and courageous men put their lives on the line for the cause of freedom, and selflessly answered their nation’s call to duty. Unfortunately, their sacrifice is commonly overlooked, and there are fewer surviving Merchant Mariners every year. It is time for Congress to honor their service before we miss the opportunity to properly recognize these heroes.”

During wartime, Merchant Mariners serve as an auxiliary to the Navy and are responsible for the transoceanic transport of military and civilian personnel as well as combat equipment, fuel, food, commodities and raw materials. During World War II, risking their lives to provide the needed supplies for battle, Merchant Mariners bore a higher per-capita casualty rate than any other branch of the U.S. Armed Forces. In total, hundreds of Mariner ships and thousands of men were lost to enemy combatants during the course of the war.

Congresswoman Brooks met with Merchant Mariners at the American Legion Post in Fishers last October. Gene Taylor, a member of the Indiana Chapter of the U.S. Merchant Marine, served as a WWII Merchant Marine in the South Pacific from 1944-1945. Taylor trained with the U.S. Coast Guard at Sheepshead Bay, Brooklyn, New York and served primarily in the South Pacific during WWII.

“I would like for my grandchildren to realize that I fought for our freedom as well as any U.S. Service did,” Taylor said.

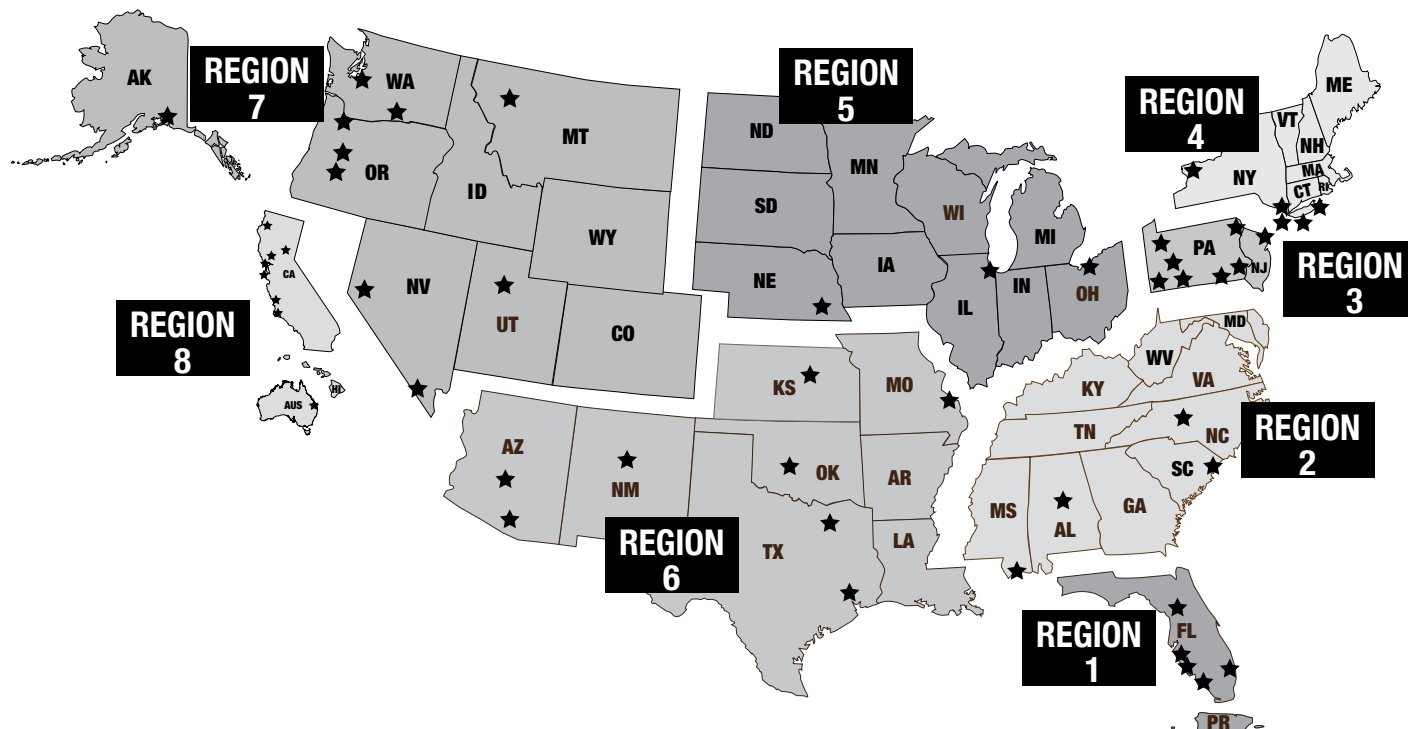
Congresswoman Brooks is also a cosponsor of H.R. 563, “Honoring Our WWII Merchant Mariners Act of 2015” introduced by Rep. Janice Hahn (D-CA44). The bill would provide surviving WWII Merchant Mariners with a one-time \$25,000 benefit. Merchant Mariners never received full veteran benefits. The legislation will provide modest benefits to the nearly 5,000 surviving WWII Merchant Mariners.

“Recognizing the World War II Merchant Marine veterans is one of my highest priorities,” Hahn said. “I applaud Congresswoman Brooks for introducing legislation to honor these unsung heroes with the Congressional Gold Medal and am happy to cosponsor her legislation. I also appreciate her co-sponsorship of H.R. 563, legislation I introduced to give long overdue compensation to the Merchant Marine World War II veterans.”

A full copy of the Bill HR.2992 text can be found at [www.thomas.loc.gov](http://www.thomas.loc.gov).

# ..... American Merchant Marine Chapters .....

by region with contact as of July 4, 2015



CHAPTER	ADDRESS				TELEPHONE	CONTACT	EMAIL
<b>REGION 1</b>	<b>STATES: FL, PR</b>				<b>727 392-5648</b>	<b>RVP RICHARD ARCAND</b>	<b>rearcand12@gmail.com</b>
GULFSTREAM	10525 NW 71ST ST.	TAMARAC	FL	33321-2237	954 720 1613	MERCEDES FRASSETTI	merru105@hotmail.com
OCALA	PO BOX 5482	OCALA	FL	34478-5482	352 259 7893	DOMINIC CARPANI	
ROBT. J. MACALVANAH	P. O. BOX 494141	PORT CHARLOTTE	FL	33949-4141	941 697 2123	PETER GANNON	pfg@poolmartspas.com
SARASOTA-MANATEE	5674 BAY PINE LAKES BL.	ST. PETERSBURG	FL	33708-4513	727 392 5648	RICHARD ARCAND	rearcand12@gmail.com
SOUTHWEST FL	17754 DRACENA CIR.	NORTH FT. MYERS	FL	33917-2011	239-543-4072	MARY HODGES	fbmrsfb@comcast.net
MALS - CONTACT RVP	5674 BAY PINES LK. BL.	ST. PETERSBURG	FL	33708-4513			
<b>REGION 2</b>	<b>STATES: AL, DC, DE, GA, KY, MD, MS, NC, SC, TN, VA WV</b>				<b>510 543 0966</b>	<b>RVP GEORGE BRUNO</b>	<b>gibruno@pacbell.net</b>
MS GULF COAST	UNKNOWN		MS				
VULCAN MARINERS	5213 SUMMERSIDE DR.	TUSCALOOSA	AL	35404-3640	205 553 4658	DENNY CAPLEY	
OTTO J. ERNST	8463 ARROWPOINT LN.	FORT MILL	NC	29707-9740	704 904 2462	JOHN NOWAK	candjnowak@gmail.com
JOHN T. SCHMIDT	2517 HUNTSMAN TRAIL	ZEBULON	NC	27597-8512		J. THOMAS SCHMIDT	victorylanec@victorylane.net
MALS - CONTACT RVP	2131 HWY 130 W.	SHELBEYVILLE	TN	37160			
<b>REGION 3</b>	<b>STATES: NJ, PA</b>				<b>412 714 8548</b>	<b>RVP DON TRIMBATH</b>	<b>dtrimbath@gmail.com</b>
DENNIS A. ROLAND	PO BOX 351	MIDLAND PARK	NJ	07432-0351	908 638 8384	HANK KAMINSKI	hskaminski@embarqmail.com
DELAWARE VALLEY	P. O. BOX 57	MATAMORAS	PA	18336-0057	570 491 5528	BILL LAMAC	
HIGH SEAS MARINER	54 SHADELAND AVE	DREXEL HILL	PA	19026-1021	610-284-0563	LAWRENCE SILVER	silverammvklj33@comcast.net
KEYSTONE MARINERS	UNKNOWN						
MARINERS OF PA	1007 KINGS CHAPEL RD	NEW CASTLE	PA	16105-4719	724-654-4271	WALTER LUIKART	walalui@aol.com
MON VALLEY	5441 SUNSET VIEW DR	MONONGAHELA	PA	15063-4626	412-384-6850	GERARD DRISCOLL	dris25@comcast.net
SUSQUEHANNA VALLEY	409 RHODA DR.	LANCASTER	PA	17601-3669	717 560 9424	WILLIAM T. KELLEY	
THREE RIVERS	P. O. BOX 1095	MC MURRAY	PA	15317-1095	724-941-9537	HOWARD PFEIFER	howdypfeifer@yahoo.com
MALS - CONTACT RVP	101 GARDEN DR. #G	PITTSBURGH	PA	15236			



<b>REGION 4</b>	<b>STATES: CT, MA, ME, NH, NY, RI, VT</b>				<b>NOT LISTED</b>	<b>RVP J.FRED RODRIGUEZ</b>	<b>caronia010449@yahoo.com</b>
EDWIN J. O'HARA	345 W. 86TH ST. #811	NEW YORK	NY	10024-3113	917 545 0753	GABRIEL FRANK	robertbrizel@aol.com
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NORTH ATLANTIC	71 SHEFFIELD AVE.	WEST BABYLON	NY	11704-5207	631 669 6805	SALVATORE ESCALDI	
OSWEGO VALLEY	2948 STATE ROUTE 3	FULTON	NY	13069-4881	315-592-5608	KEITH BAKER	
PECONIC BAY	163 ORCHARD RD	EAST PATCHOGUE	NY	11772-5510	631-475-2650	BEN BALSAMO	
MALS - CONTACT RVP	P. O. BOX 164	STATEN ISLAND	NY	10301-0164			
<b>REGION 5</b>	<b>STATES: IA, IL, IN, MI, MN, ND, NE, OH, SD, WI</b>				<b>402 488 1576</b>	<b>RVP: BURT YOUNG</b>	<b>lmbyyoung@gmail.com</b>
MID WEST	5905 S. NARAGANSETT AVE	CHICAGO	IL	60638-3408	773 297 3705	MATTHEW CLIFFORD	cliffordmatthewd@yahoo.com
MO VAL MARINERS	7200 VAN DORN #200	LINCOLN	NE	68506'	402 489-7025	BEECH DALE	
OHIO VALLEY	7337 LAWYER RD.	CINCINNATI	OH	45244-3291	513 232 7540	BILL HINDS	speedhinds46@yahoo.com
MALS - CONTACT RVP	7200 VAN DORN #318	LINCOLN	NE	68506			
<b>REGION 6</b>	<b>STATES: AR, AZ, KS, LA, MO, NM, OK, TX</b>				<b>870 813 4738</b>	<b>RVP (INT) BOB ROSS</b>	<b>csknight@suddenlink.net</b>
CACTUS MARINERS	642 MAGIC LN.	TUCSON	AZ	85704-1231	520-297-6528	LOWELL LOWE	lhlowe1@msn.com
DESERT MARINERS	8180 E. DEL CAVERNA DR.	SCOTTSDALE	AZ	85258-2360	480 404 7843	WILLIAM KEIM	sirwilliamk25@gmail.com
MIDAMER. ANCIENT MAR	6922 CAENEN AVE	SHAWNEE	KS	66216-2689	913-268-5736	ROBERT FORNEY	
SS SAMUEL PARKER	PO BOX 20107	SAINT LOUIS	MO	63123-0307	314 631-7492	JACK GROTHE	jackgrothe@att.net
ROADRUNNER	1016 SARATOGA DR. NE.	RIO RANCHO	NM	87144-3278	505 994 4845	LOU FETTERS	lfetters1@msn.com
OKLAHOMA MARINERS	UNKNOWN						
LONE STAR	P. O. BOX 841608	PEARLAND	TX	77584-2031	832 499 8467	CHARLES MILLS	mcamco@aol.com
SS STEPHEN HOPKINS	1900 CLEBURN DR.	ARLINGTON	TX	76012-2028	817 460 4037	JOE CAMPERSON	
MALS - CONTACT RVP	111 STROUD ST.	EL DORADO	AR	71730-5353			
<b>REGION 7</b>	<b>STATES: AK, CO, ID, MT, NV, OR, UT, WA, WY</b>				<b>503 252 8250</b>	<b>RVP CAROLE GUTIERREZ</b>	<b>photos.mcq@gmail.com</b>
ALASKA GREATLANDS	P. O. BOX 879527	WASILLA	AK	99687-9527		ELDON GALLEAR	
BIG SKY MARINERS	P. O. BOX 1746	POLSON	MT	59860-1746	406 676 0530	GEORGE SALOVICH	vgeosal@gmail.com
HI SEA ERA	11190 VINCENT LN.	RENO	NV	89511-9562	775 853 5224	A.J. "DAN" DANNA	
HIGH ROLLERS	PO BOX 71502	LAS VEGAS	NV	89170-1502	702-558-0643	ROY MAHAN	meicoroy@aol.com
EMERALD SEA	55410 DELTA DR	BLUE RIVER	OR	97413-9708	541-822-3760	EDGAR LINGENFIELD	beryllingenfield@hotmail.com
OREGON	3740 NE 135TH AVE.	PORTLAND	OR	97230-2712	503 252 8250	CAROLE GUTIERREZ	photos,mcq@gmail.com
ROGUE VALLEY	100 SURSIMCORDA HTS.	JACKSONVILLE	OR	97530-9443	541 899 7030	DAVID SERGENT	serjack@q.com
BEEHIVE MARINERS	6457 S. CARL DR.	WEST JORDAN	UT	84084-5709	801-966-3104	HENRY E. KVIST	henry.kvist@msn.com
MID COLUMBIA	8153 W. 9TH AVE.	KENNEWICK	WA	99338-9140	509 586 1418	ROBERT CAUBLE	caubleje@charter.net
PUGET SOUND	825 S. 143RD PL.	BURIEN	WA	98168-3627	206 243 9569	DIANE LOSNEGARD	
MALS - CONTACT RVP	3740 NE 135TH AVE.	PORTLAND	OR	97230-2712			
<b>REGION 8</b>	<b>STATES: CA, HI, AUS.</b>				<b>530 265 8340</b>	<b>RVP LARRY STARN</b>	<b>lstarn139@comcast.net</b>
CARL W. MINOR	7862 SANTA YNEZ AVE	ATASCADERO	CA	93422-4025	805-461-1268	GEORGE HALE	gnnhale@gmail.com
CENTRAL CALIF	PO BOX 1382	FRESNO	CA	93716-1382	559-456-4801	RUFUS HERNANDEZ	russellbmm45@yahoo.com
CHINA COASTERS	P. O. BOX 20900	LONG BEACH	CA	90801-0900	562 436-6182	BETTY BARHAM	
GOLDEN GATE	200 GRAND AVE.	OAKLAND	CA	94610-4534	510 251 0690	FRANK MENDEZ	mendezlaf@aol.com
HUMBOLDT BAY	P. O. BOX 771	BAYSIDE	CA	95524-0771		BILL T. O'DONNELL	
JEREMIAH O'BRIEN	UNKNOWN						
NORTH BAY MARINERS	344 PAYRAN ST.	PETALUMA	CA	94952-3208	707 763 8167	MICHAEL HOGE	peterhoge@hotmail.com
SACRAMENTO VALLEY	14233 TIM BURR LN	GRASS VALLEY	CA	95945-7819	530-477-1908	KEN BLUE	ken1@nccn.net
SMALL SHIP MARINERS	28 TALLAWALLA RD	COOMBA PRK,AUS				ERN FLINT	eaflint@bigpond.com.au
MALS - CONTACT RVP	13973 GAS CANYON DR.	NEVADA CITY	CA	95959-8802			

# THE TRIALS AND TRIBULATIONS OF A NUCLEAR “STEAM SHIP”

*Editor's note: At the AMMV National convention in Linthicum, MD in May, one of the guest speakers was Erhard W. Koehler, Program Manager, N.S. Savannah Maritime Administration in Baltimore. Mr. Koehler reported on the N.S. Savannah, now laid up in Baltimore. Had the convention been a week later, we could have toured her as she was open to the public for Maritime Day.*

## The Building of the N.S. Savannah

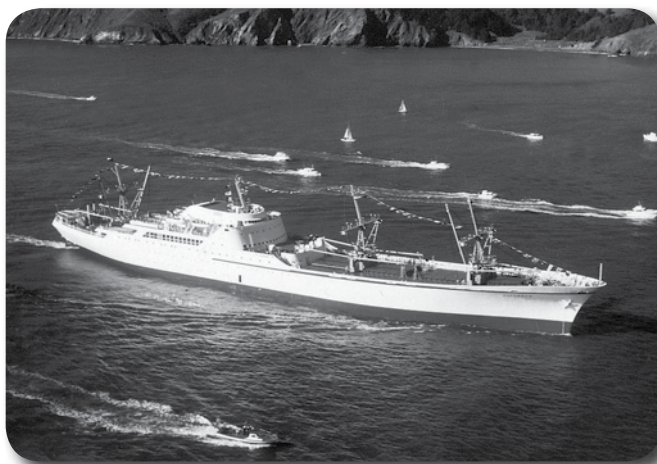
In 1955 President Dwight Eisenhower proposed the idea of building a nuclear-powered luxury Passenger-Cargo liner to showcase his “Atoms for Peace” initiative. In 1956, Congress authorized the building of the now named project “N.S. Savannah”, which would be a joint project between the “Atomic Energy Commission”, the “Maritime Administration” (MARAD), and the “Department of Commerce”. The N.S. Savannah would be designed by George G. Sharp, Incorporated of New York.

Her keel was laid down on May 22, 1958, at the “New York Shipbuilding Corporation” at Camden, NJ. Her nuclear reactor was manufactured by Babcock and Wilcox and her two steam turbines were by the De Laval.

Her two “De Laval” Steam Geared

Turbine Engines used one “Babcock & Wilcox” Pressurised Water Nuclear Reactor that used Uranium Oxide fuel (4% enriched U-235) developing a reactor rating of 74MW that drove her single screw, which gave her a service speed of 21 knots, but achieved a maximum of 24 knots during her sea trials. The Savannah was built at a considerable cost for

the day of \$46.9 million, which included \$28.3 million for the nuclear reactor and fuel core, making her one of the most expensive ships of her time!



She was officially named at the launching by American First Lady, Mamie Eisenhower on July 21, 1959, then she was moved to her fit-out berth where she would remain until December 1961 when she was completed.

Upon completion she underwent extensive sea trials which lasted until April 1962 and she was finally officially delivered to State Maine Lines on May 1, 1962. However, she would not depart on her maiden voyage for almost three months. Finally she was ready for her maiden voyage and she departed loaded with passengers and cargo on August 20, 1962.



*Christened by Mamie Eisenhower*

## Both a Passenger and Cargo Liner

The Savannah was obviously a political demonstration of the technical feasibility of American nuclear propulsion for a luxury Passenger-Cargo ship, although it had not been expected at large for her to be a commercial success, which soon became rather obvious, for she certainly was not! She was designed to be visually

impressive and there was no doubt that she looked more like a sleek luxury yacht, rather than a passenger-cargo ship.

She had seven holds served by three unusual looking “Ebel” rigged self-slewing derricks mounted on light-weight tubular frame “masts. Her cargo capacity was only 8,500 tons of freight in 652,000 cubic feet (18,000 m<sup>3</sup>), which was considered to be far too small for a ship of her size and the massive crew that had to man her.

Her promenade deck offered superb luxury public venues having two delightfully decorated spacious and modern lounges. In addition the Main Lounge was also equipped with a Projection Room (starboard aft) and movies would be shown at appropriate times. On the portside was the Card Room; whilst on the starboard side was the location of the Library and Writing Room followed by the ship's rather small shop.

Down on A Deck far forward starboard side was the hairdresser and the men's barber, whilst amidships the rather streamlined modernistic Main Lobby and the Pursers Desk located on the centre aft wall.

In addition A Deck also contained all the ships passenger accommodations consisting of thirty superbly furnished staterooms all having private facilities. Amidships on B Deck, being the lowest passenger level was just one passenger facility the dining room. It could only be reached via the main stairwell, just forward of the main Lobby of from promenade Deck.

## Her future ...

Some will say that the ship was a success and that she performed well at sea and that her safety record was quite impressive. Her fuel economy was unsurpassed and her gleaming white paint was never smudged by exhaust smoke. Even her cargo handling equipment was designed to look good.

However, her life as a passenger ship was sadly a total disaster and a short lived one for she stopped transporting passengers in 1965, this is just three years after her maiden voyage.

In 1965 the Maritime Administration leased the N.S. Savannah to the “First Atomic Ship Transport Inc”, of the famed “American Export-Isbrandtsen





*The bridge*

Lines” and they decided that she would no longer carry passengers as she was unsalable and that she would be just a cargo ship. Thus Savannah’s sublime and very expensive passenger accommodations were totally wasted. She was placed on the U.S.A., Europe, Mediterranean service and this continued for six years, after which she was laid up in 1971.

One may wonder why she was not a financial success. One of her major design problems was the fact that Savannah’s cargo space was limited to a mere 8,500 tons of freight in 652,000 cubic feet (18,000 m<sup>3</sup>), whilst other ships of a similar size could carry a great deal more. In addition Savannah’s sleek and ultra-streamlined hull may have looked simply superb to all who saw her, but it made loading cargo, especially in her two forward and aft holds extremely difficult and this became a huge disadvantage, especially when ports became more and more automated and all too soon this ultra- modern futuristic looking N.S. Savannah had become obsolete, out of date and totally useless in the modern age.

She had a massive crew, a third larger compared to a regular ship; Savannah’s mariners had to go and study additional highly specialised technology, having already completed all their regular training requirements for their maritime licenses, etc. In addition, the Savannah’s operating budget included the maintenance of

special and separate shore organisations for negotiating her port visits as well as a special shipyard facility unique for any needed repairs, and this was something that was not required for any other ship. All this would add massive additional costs.

The public was especially leery about a nuclear-powered vessel entering their ports, although they were assured that she was a moveable “nuclear plant” with a built-in safety zone.

In 1981, the Savannah was obtained as a bareboat charter for display at the Patriot’s Point Naval and Maritime Museum near Mount Pleasant, South Carolina. Although the museum had use of the vessel, ownership of Savannah remained with the Maritime Administration and the Patriot’s Point Development Authority had to be designated what is known as a “co- licensee” for the ship’s reactor. Periodic radiological inspections were also necessary to ensure the continued safety

of the ship. Once Savannah was open for display, visitors could tour the ship’s cargo holds, view the reactor spaces from an observation window, look into staterooms and passenger areas, and walk the ship’s decks. The museum had hoped to recondition and improve the ship’s public spaces for visitors, but these plans never materialized. Savannah never drew the visitors that the museum’s other

ships, notably the aircraft carrier Yorktown, did.

When a MARAD inspection in 1993 indicated that the Savannah required dry docking, Patriot’s Point and the Maritime Administration agreed to terminate the ship’s charter in 1994. She was moved and dry docked in Baltimore, Maryland in 1994 where some maintenance and any repairs that were required were undertaken, she was then moved to the James River Merchant Marine Reserve Fleet near Newport News, Virginia. It had also been decided to remove her nuclear power plant upon retirement.

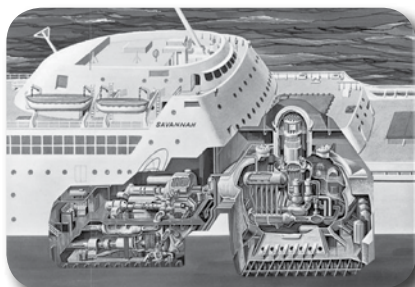
The Maritime Administration funded decommissioning and removal of the ship’s nuclear systems. The Savannah had undergone work at Colonna’s Shipyard of Norfolk, Virginia, beginning 15 August, 2006. That \$995,000 undertaking included exterior structural and lighting repairs, removing shipboard cranes and wiring, refurbishing water-damaged interior spaces, and removing mould, mildew and painting some of her interiors. Then on January 30, 2007, she was towed to Pier 23, which is owned by the City of Newport News. On May 8, 2008, the N.S. Savannah arrived in Baltimore under tow from Norfolk, for removal of the vessel’s remaining radioactive material. The Savannah was expected to remain in Baltimore for up to 3 years under a \$588,380 U.S. Maritime Administration contract with the Vane Brothers’ shipyard at the Canton Marine Terminal in the Canton section of Baltimore. And she may remain in Baltimore through 2016 under an additional US Maritime Administration contract with the Vane Brothers’ Co.

Since the N.S. Savannah is historically significant and was designated a “National Historic Landmark” in 2001, MARAD has expressed interest in offering the ship for preservation once Savannah’s DDR (Decommissioning, Decontamination and Radiological) work is completed. A MARAD spokesman told

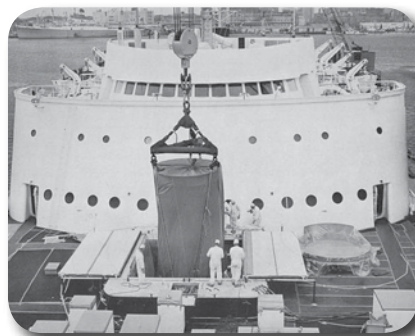
The Baltimore Sun in May 2008 that the maritime agency envisions the ship’s eventual conversion into a museum, but that no investors have yet offered to undertake the project. We are still waiting for a final result on what will happen to the ship.



*Engine room*



*Engine room location*



*Unusual refueling process*

# ***Proposed Schedule of Events***

## **Western Regions' Conference**

***Reno, Nevada — September 28 - September 29, 2015***  
***(Arrive Sun. Sept 27 Leave Wed. Sep. 30)***

### **Sands Regency Hotel**

**Notes:** All activities listed below will be in rooms on the Mezzanine of the Regency Tower.

#### ***Sunday, September 27, 2015***

*1:00 pm to 6:00 pm ..... Membership Registration*  
*This will take place in the Hospitality Room*

#### ***Monday, September 28***

*9:00 am ..... Membership Registration continues*  
*in the Hospitality Room*  
*9:00 am - 11:30 am ..... General Session starts*  
*Opening Ceremonies and Introductions*  
*10:30 am ..... Mayor Welcomes*  
*12:00 noon ..... Hospitality Room Open*  
*12:00 noon - 1:30 pm ..... Ladies Luncheon*  
*1:30 pm - 4:00 pm ..... General Session*  
*4:00 pm ..... Hospitality Room Open*  
*6:00 pm ..... Reception and Dinner*  
*Raffle (first half)*

#### ***Tuesday, September 29***

*9:00 am ..... General Session*  
*12:00 noon ..... Hospitality Room Open*  
*1:00 pm ..... General Session (final business)*  
*4:00 pm ..... Hospitality Room Open*  
*6:00 pm ..... Banquet*  
*Raffle (2nd half) Door Prize*

#### ***Wednesday, September 30***

***CHECK OUT***  
***HAVE A SAFE TRIP HOME.***



**American Merchant Marine Veterans  
Western Regions' Conference**

**Reno, Nevada – September 28 - September 29, 2015**  
(arrive Sunday, Sept. 27 / checkout Wednesday, Sept. 30)

**Registration Form    *Note: Please Register Early***

**➡ IMPORTANT: SELECT ENTRÉE & NUMBER OF MEALS    ⬅**

**TOTALS**

**CONFERENCE REGISTRATION**    \$60.00 x \_\_\_\_\_ = \$ \_\_\_\_\_  
(members only – wives or special others do not need to register)

**Monday Noon Ladies Luncheon**    \$18.00 x \_\_\_\_\_ = \$ \_\_\_\_\_  
➡ Lasagna ☐ -OR- Pasta Primavera ☐    Dessert: Tiramisu

**Monday Evening Reception/Dinner** for registrants (and their special others) only  
(Member and one guest allowed. You must  
be registered & check below to attend)    \$00.00 x \_\_\_\_\_ = \$ \_\_\_\_\_

➡ Chicken Marsala ☐ -OR- Stuffed Pork Chop (Madeira sauce) ☐  
Dessert: Carrot Cake

**Tuesday Evening Banquet**    \$42.00 x \_\_\_\_\_ = \$ \_\_\_\_\_

➡ Filet Mignon ☐ -OR- Salmon (Red Pepper Cream Sauce) ☐  
Dessert: Strawberry Cream Cake

**TOTAL:**    \$ \_\_\_\_\_

**Stop: Have you marked your choice and number of meals above? Please do so!!**

Members name: \_\_\_\_\_ Chapter: \_\_\_\_\_

Spouse or other's name, if they are attending: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

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**Send Check or Money Order To:    AMMV SACRAMENTO CHAPTER**  
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Hotel Registration Direct: Sands Regency (1-800-233-4939). The room rate this year is \$25.00 plus tax. Be sure you tell them you are a Merchant Marine Veteran and attending the Conference Sept 28-Sept 29. The group code for our event is MERCHANT 2015. The Sands Regency is located at 345 N. Arlington, Reno, Nev. 89501.

Note: Free airport shuttle. Call the hotel when you arrive at the airport and they will send the shuttle. When departing the hotel schedule with the bell desk.

# Remembering V-J Day

## 70 Years Ago



The celebrations on V-E Day (Victory in Europe), May 8, 1945, were spontaneous and joyful, yet everyone knew that the end of the War in Europe gave the world only partial peace. The War in the Pacific raged on with increased savagery.

### ***From Pearl Harbor to Hiroshima and Nagasaki***

Japan's devastating surprise aerial attack on the U.S. naval base at Pearl Harbor on Oahu, Hawaii, on December 7, 1941, capped a decade of deteriorating relations between Japan

and the United States and led to an immediate U.S. declaration of war the following day. Japan's ally Germany, led by Adolf Hitler, then declared war on the United States, turning the war raging in Europe into a truly global conflict. Over

the next three years, superior technology and productivity allowed the Allies to wage an increasingly one-sided war against Japan in the Pacific, inflicting enormous casualties while suffering relatively few. By 1945, in an attempt to break Japanese resistance before a land invasion became necessary, the Allies were consistently bombarding Japan from air and sea,

dropping some 100,000 tons of explosives on more than 60 Japanese cities and towns between March and July 1945 alone.

The Potsdam Declaration, issued by Allied leaders on July 26, 1945, called on Japan to surrender; if it did, it was promised a peaceful government according to

"the freely expressed will of the Japanese people." If it did not, it would face "prompt and utter destruction." The embattled Japanese government in Tokyo refused to surrender,

On August 6th, 1945, facing the prospect of an invasion of the Japanese home islands, President Harry Truman ordered the dropping of the newly-developed atomic bomb on the Japanese city of Hiroshima. In a single flash, four square miles of the city were destroyed and 130,000 people were killed. Three days later a second atomic bomb was dropped on the city of Nagasaki. This bomb killed between 65,000 and 75,000 people. On the same day, forces of the Soviet Union invaded Japanese-held Manchuria.

### ***Japan Accepts Defeat***

In a Japanese radio address in the early afternoon of August 15 (August 14 in the United States), Emperor Hirohito urged his people to accept the surrender, blaming the use of the "new and most cruel bomb" on Hiro-



shima and Nagasaki for the country's defeat. "Should we continue to fight," Hirohito declared, "it would not only result in the ultimate collapse and obliteration of the Japanese nation but would also lead to the total extinction of human civilization." It was accepted.

The next day, August 15th, 1945, was proclaimed Victory over Japan





Day (V-J Day), although the signing of the official instrument of surrender was not to occur until September 2nd, 1945, aboard the USS Missouri, in Tokyo Bay. There, representatives of nine Allied nations were present to accept the Japanese surrender.

Throughout the day of August 14th, anticipation mounted as people listened to the radio or called their local newspaper for the latest word. The New York Times announced that its revolving news sign in Times Square would remain on continuously during the wait. Many people lingered below



the sign, knowing the biggest celebration of all would occur there. The waiting gave cities throughout the country time to announce their plans. Every town and city expected crowds larger than those for VE Day. Back in Times Square expectant crowds gathered. Why was it taking so long? Was this another false alarm? All eyes darted nervously toward the Times Tower news sign. Then at 7:03 p.m. these words flashed: OFFICIAL - TRUMAN ANNOUNCES JAPANESE SURRENDER. The crowd

of two million people exploded with a roar that rolled across the city like a wave.

In San Francisco, thousands of extra police and shore patrolmen were deployed within minutes of the President's announcement with the orders to "let the people do anything within reason, and keep property damage down." Across the Pacific, a soldier on Guam knew the end had come when he heard that the officer's club would be open until one o'clock. "Nothing but the end of the war would make our officer's club open up after

hours." In London, Winston Churchill lit a new cigar and said, "At last the job is finished."

In Washington, D.C., soldiers formed a human ring around the White House gates as the crowd shouted, "We want Harry!" President Truman finally came out and acknowledged them,

saying, "This is a great day for democracy." People had gathered in Lafayette Park, across the street from the White House, to wait and



listen for Truman's announcement. Later, people jammed the streets of downtown Washington, DC. An article in the September 7, 1945 issue of Yank Magazine described the scenes of joy, as well as sorrow, many felt that day of that day:

"This capital city...relaxed its worn nerves and celebrated the winning of the war with a screaming, drinking, paper-tearing, free-kissing demonstration which combined all the features of New Years and Mardi

Gras. Not everyone on the streets was demonstrative either...a middle-aged white-haired man with a Scottish burr remarked sadly, 'You know soldier, it's a nice



celebration, but I lost two sons—two sons. It might be a joke to some, but.' And the middle-aged man shook his head and walked slowly away."

From the millions in Times Square to the hundreds on Main Streets everywhere, people celebrated the moment. Friends, relatives, and total strangers sang, danced, and embraced. They had worked, fought, sacrificed, and suffered together and now the end had come at last. The war was over.



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Manufacturers and insurance companies kept asbestos dangers hidden for over a century. Many courts have now approved the creation of trusts funded by these companies to compensate victims. If you are suffering from an asbestos-related disease, you deserve justice from the companies who exposed you or a loved one to asbestos.



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# THE MED

by Gerald Reminick

On June 10, 1940, Italy declared war on Britain and France. Fighting commenced in the Mediterranean the following day with the bombing of Malta. What quickly developed was a war-within-a-war.

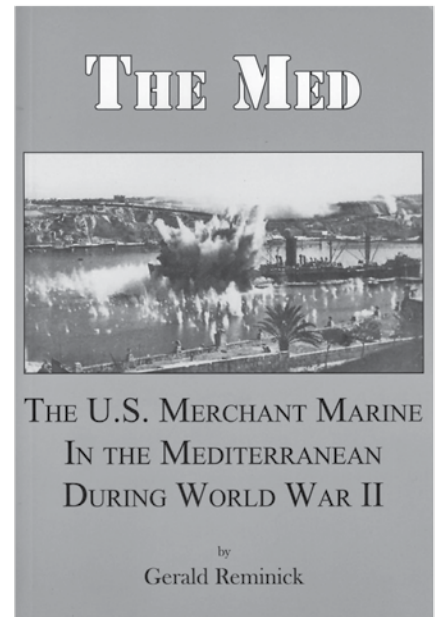
Control of the Mediterranean Sea was essential for the Allies. Without it Gibraltar would be lost, the Suez Canal would be useless, and the planned invasion of Southern France would never happen.

In *The Med*, author Gerald Reminick describes, through interviews, photos and documentation, how World War II was fought in this crucial area, how close the Axis came to winning and the essential role played by the U.S. Merchant Marine in achieving victory in the crucial battle for the Mediterranean for the Allies.

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